TWENTY-FOUR HOURS A DAY—SEVEN DAYS A WEEK

This is a scene in an ordnance factory during Britain's great armament push which began on Saturday, May 25, 1940, when the hands worked all day on Saturday and Sunday, achieving a record output of guns, shells and other munitions. In this huge factory 3·7 and 4·5 mobile anti-aircraft guns are being made, and a line of them is nearing completion. The mounting in the foreground is being prepared to receive its gun.

Photo, "The Times"

The Grim Struggle of the Flanders Plains

The "Battle of the Bulge" quickly became the "Battle of the Gap," that gap which the Nazis forced between the French forces on the Somme and the Allied forces to the north. How the high hopes of a Weygand offensive to close the gap and reduce the German hold on the coast were dashed by the fierce struggle of the Flanders battle and the fateful Belgian surrender on May 28 is here told.

GENERAL WEYGAND'S first action on taking over the supreme command of the Allied land forces from General Gamelin was to make a tour of the whole fighting front in France and Belgium to see for himself how the battle fared. By the evening of Wednesday, May 22, his journey was complete, and he pronounced himself "satisfied with the morale and material equipment of his troops." But it was significant that the Generalissimo's tour had been made by land, air, *and sea;* that the Germans had succeeded in opening a gap between the Allied armies was evident there were then, one might say, at least five battles raging—(i) the French thrust from the south towards Amiens and beyond; and (ii) the Allied advance from the north through Arras to Bapaume (both aimed to close that deadly gap); (iii) a desperate fight with advanced German units for the Channel ports; (iv) a British-Belgian stand along the Scheldt against an enormous weight of enemy divisions; and (v) a German offensive south of Sedan, at Rethel, and at other parts of the southernmost edge of the "bulge."

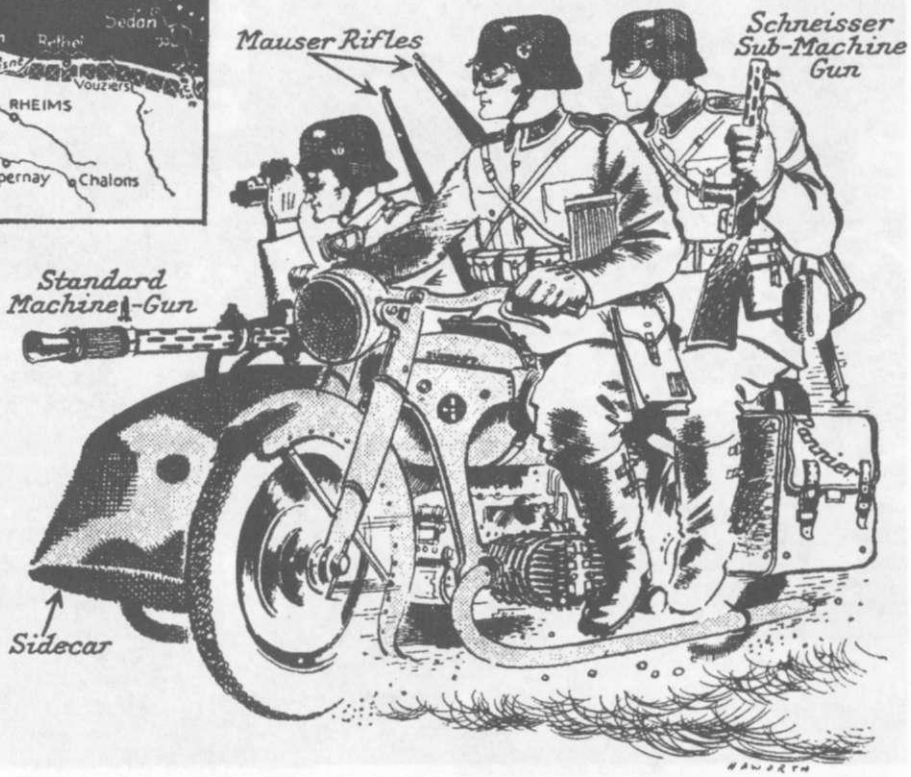
As the battle raged, a number of wounded Belgian soldiers arrived at a London railway terminus. Among them was this man, wounded in the head and arm. *Photo, G.P.U.*

Nowhere was there a semblance of the old 1914–1918 idea of a "front"; in some places advanced German units penetrated far behind the Allied lines—in others British and French rearguards bravely and effectively held out behind the German lines. Isolated "scraps" between small units or single tanks were fought out as bitterly as the vast clashes of whole divisions. Even civilian refugees were mingled with the fighting forces of both sides, fleeing from thousands of homes already devastated and blocking the roads, along with military columns, in inextricable confusion. "The situation

Here we have an indication of the state of the battle as it was on Sunday, May 26. A day or two later the position of the Allies was vastly worsened by the Belgian collapse (see map in page 597).

if Weygand had had to return to France by sea from the Belgian front. The next day's news made the position clearer; a gap did exist—between Amiens and Arras—and through it the light tank and motor-cyclist units of the enemy were pouring, ahead of the main stream of the invading horde.

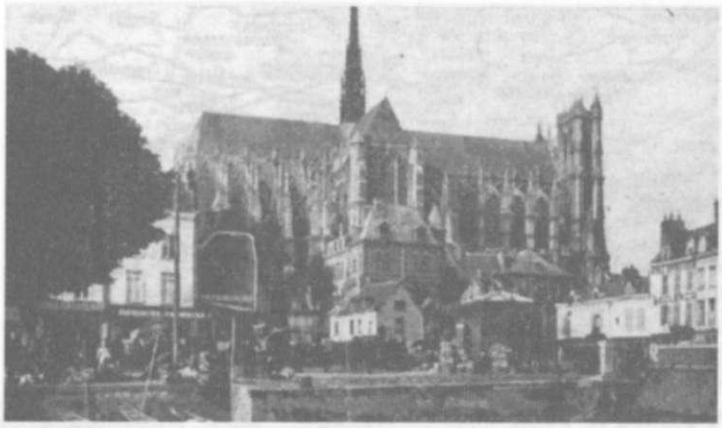
The enemy's plan became apparent; it was to hold the main French army behind the Somme, while a vast movement northwards along the coast was made in order to encircle the mixed Allied forces which were then aligned along the Scheldt. The Allied plan was equally clear: it was to hold the enemy attacks at every point of the "bulge" and at the same time attempt to close the "gap"; in pursuance of the latter aim vigorous counter-attacks were launched on both sides of it. All in all,



Heavily armed and travelling at 50 m.p.h., the Zündapp Motor-Cycle Corps was a surprise element in the German advance through the "gap." Their machine-guns were liberally supplied with ammunition from the sidecar, and the large panniers on either side of the rear wheel were loaded with hand grenades. In addition, the men carried rifles, field glasses, map cases and gas masks. These high-speed units advanced in front of the main body of troops to seize strategic points.

Drawn by Haworth. Courtesy of the "Daily Mail"

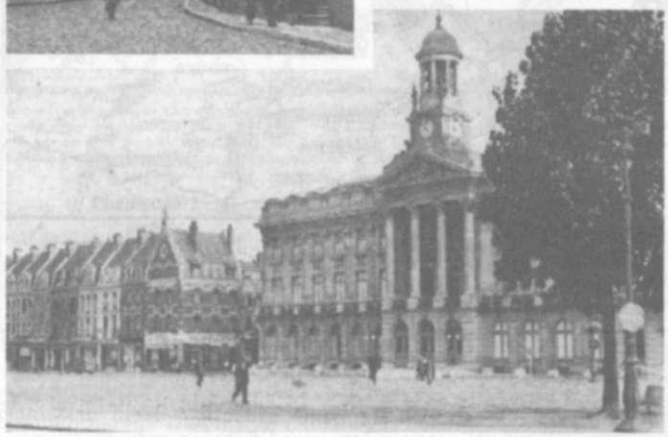
War-Scarred Towns Engulfed Anew by Total War

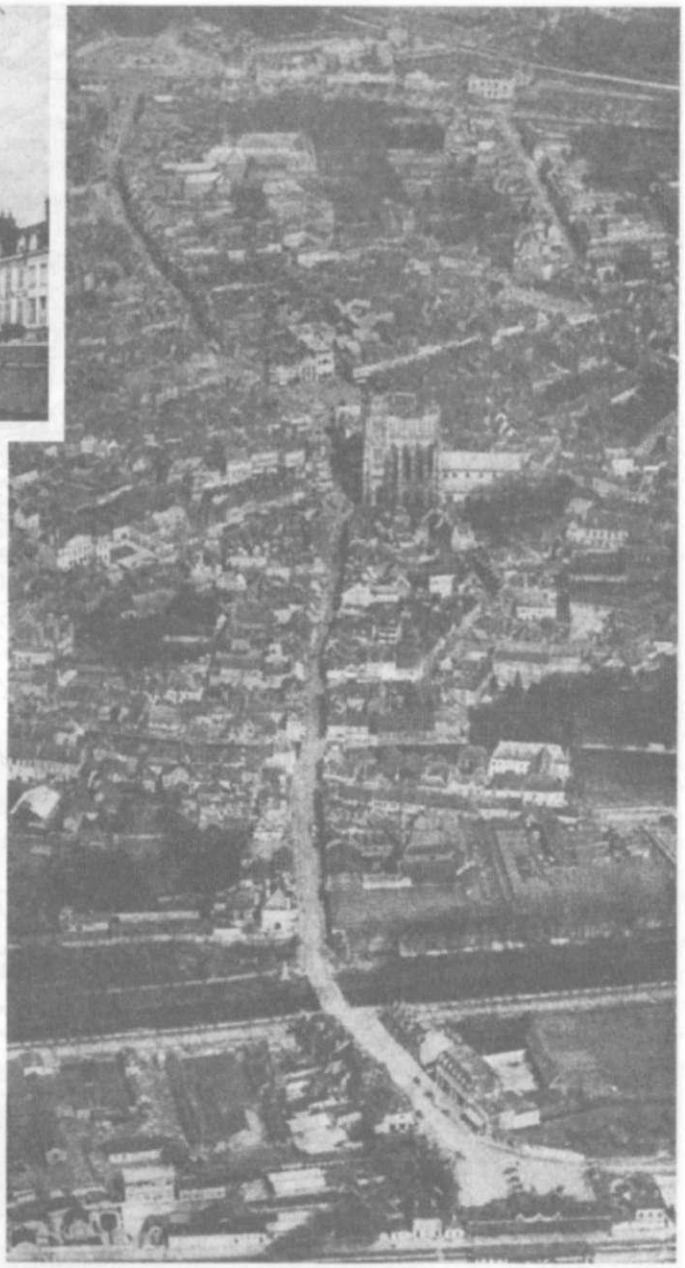


In the last war the great German push of March 1918 was checked at Amiens, now again involved in the Nazi rush. Above is the city's famous cathedral.

St. Omer, a quaint corner of which is seen left, is only 26 miles from Calais. Its capture gave the Germans an important aerodrome.

Below is the Hôtel de Ville of Cambrai, towards which town the Allied armies made heroic thrusts when there was still hope of cutting off the Germans from the coast.



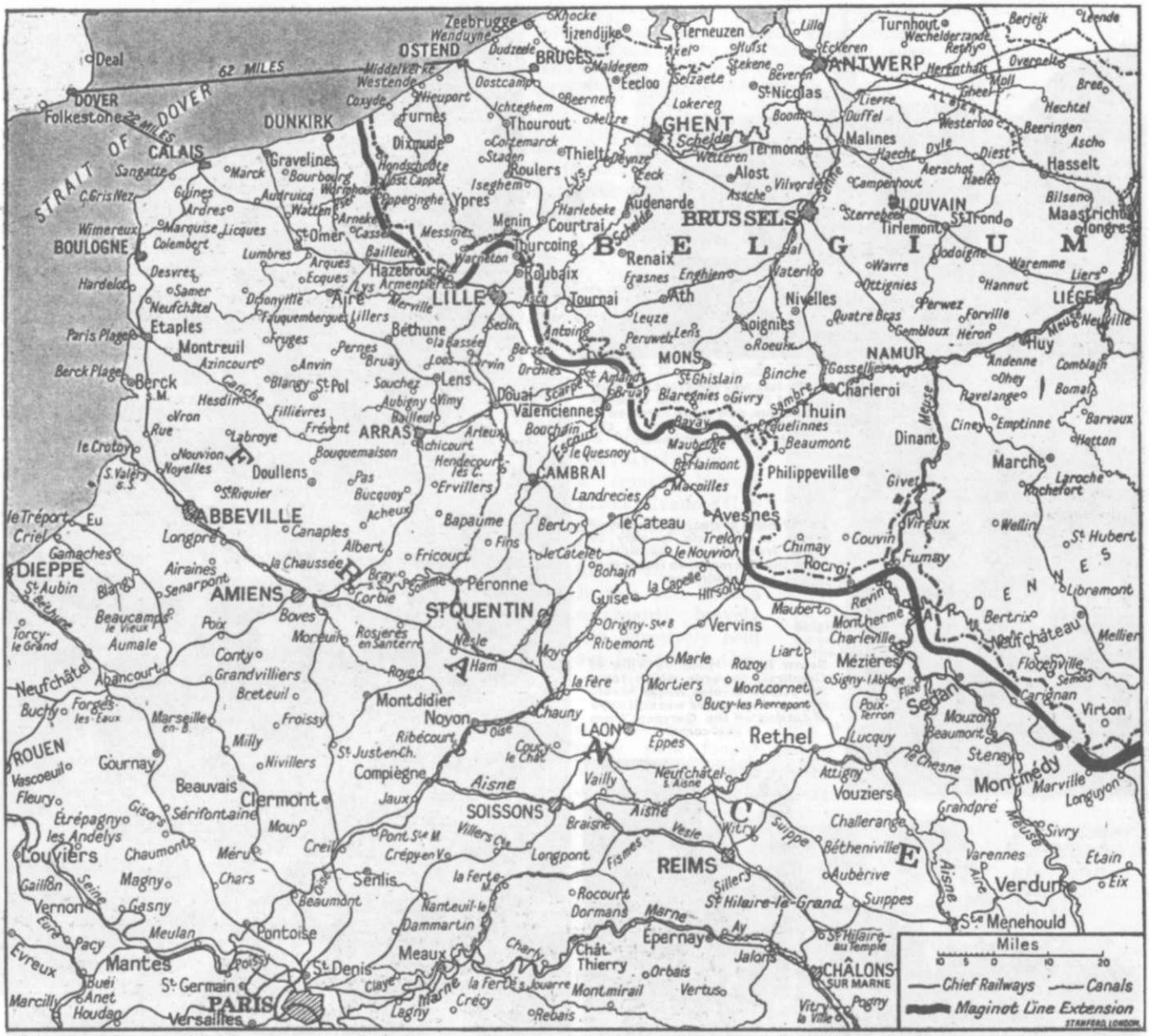


Here, seen from the air, is Abbeville, close to the western end of the position on the Somme on which M. Reynaud declared the French would "hold out and conquer." Abbeville is now a heap of ruins.

Montreuil, 20 miles from Boulogne, is now in German occupation. It is a town of only 3,000 inhabitants, but is famous in the annals of the last war, for from March 1916 until April 1919 it was the British General Headquarters. In the centre of the town is the statue of Earl Haig, seen left. Courtrai, whose market square is seen centre, is one of the Belgian towns that were overrun in the last war. Bapaume was an Allied objective in May 1940 when it seemed possible that the "pincer" thrust might succeed. Right is the centre of the town looking towards Peronne.

Photos, A. J. Insall. Copyright A.P.; Wide World, Fox

Five Bitter Battles in the Cockpit of Europe



This map of France and Belgium shows the principal towns and villages of the Flanders Battle area. In the lower right-hand corner is the northern end of the Maginot Line. The recent extension of this line to the coast consists only of surface fortifications, and should not be confused with the Maginot Line proper.

remains confused. . . . Developments are very obscure. . . ." These were typical of the phrases official spokesmen used time and again in this second week of the great offensive. Behind such phrases lay stories of individual initiative and personal gallantry that may never be told. In small blockhouses or behind hastily contrived field works little groups of isolated British and French troops held out against a dozen or more enemy tanks, with indomitable courage. Elsewhere, even road workers took a hand. There was, for instance, the exploit of a small party of A.M.P.C. (Pioneers). Working on road repairs behind the lines with picks and shovels, and otherwise unarmed, they were astonished to see several German tanks enter the village and halt to refuel at the local filling-station. At once the "old sweats" attacked the tanks with the only arms they had—their picks and shovels—rendering them useless by removing the treads, disarming and capturing their crews. A few days later another band of "Amps" brought off an equally gallant coup. They discovered that an approaching motor-cyclist was a German, well armed. Having rifles as well as picks they shot him. It was not long before 12 more cyclists followed their advance guard. The pioneers hid in the hedges, and then, having piled up the first three by accurate shooting, sprang on the remaining Germans. Not one got away.

Well might the British High Command communiqué speak of "the courage and resource of the British soldier, which none of the events of the past few days has impaired," and quote as further evidence of this quality an instance in which "one tank by itself destroyed seven armoured fighting vehicles."

To return to the "Five Battles." Before the French could counter-attack effectively to close the gap they had to mop up the enemy tank units which had crossed the Somme behind their lines in the early stages of the invasion. On the 23rd this process was more or less completed, and the French pushed forward from the south to Amiens, while the British came down between the Scarpe and Scheldt to Cambrai. Unfortunately, the Allies were unable to withstand a great German push across the Scheldt (Escaut) to Audenarde, and the enemy had crossed the river there. By that date Abbeville, too—now only a heap of smouldering ruins—was in German hands. But the enemy offensive between Sedan and Rethel failed. In the Cambrai-

Leopold Opened the Gate to the Enemy

A German patrol is seen, right, creeping through the lush grass of a field on the Western Front to raid the French lines. The photograph was taken with a camera with a telephoto lens, and the advancing enemy are seen as they might be viewed by an observer scanning the position through field glasses.

Photo, Section Cinema de l'Armée

How great was the change brought about by Leopold's defection is shown by comparing the map in page 594 with the one above. This represents the position on May 30, when the British and French troops were fighting their way across the shaded area to the fortified camp of Dunkirk.

Their courage, however, was of no avail against tremendous attacks. The German claim to have taken Ghent and Courtrai, to have crossed the Lys, and to have encircled the Belgian Army, was tragically borne out by events. Masses of infantry, hurled without regard for loss against the Belgians, broke their line, and the enemy advanced on to Menin and beyond. Then, at 8.30 a.m. on May 28, M. Reynaud broadcast news [see page 618] that shook the world: without regard for his Allies, King Leopold III had ordered the Belgian Army to lay down their arms.

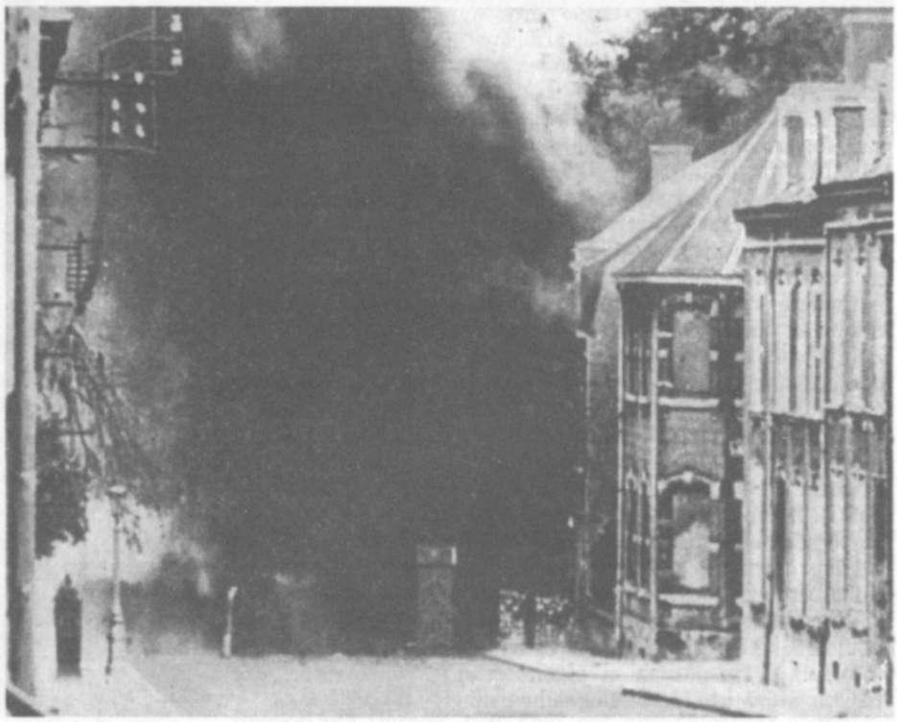
This astounding event spelt the doom of the Allies' hope of holding on to Flanders. Bereft by this one traitorous act of their left flank, they were exposed on three sides to the full fury of the most violent German attack in history. The French and the B.E.F. were unbeaten, their line unbroken, but they were forced now to conduct an extremely difficult withdrawal to a coast and ports constantly and violently bombed. In desperate straits, the Allied forces fought magnificently; so, too, did the R.A.F., which dropped a curtain of fire around the army as it bitterly contested every inch of ground.

Boulogne had fallen; Zeebrugge and Ostend, too, because of Leopold's defection in the hour of deepest need. To Dunkirk the British and French slowly fought their way. So the month—certainly one of the most pregnant in history—drew to its close.

Arras-Valenciennes sector hell raged; neither side gave away before the indescribable fury of concentrated tank attacks, artillery and bombing action.

Though the Allies seemed to be continuously withdrawing, there was no element of wholesale defeat. Enemy casualties were enormous; the French communiqué of Sunday the 26th spoke of "whole platoons of German infantry mown down on the spot," and "very high casualties inflicted by our artillery and automatic arms."

Over the week-end (25th-27th) the "Gap" was narrowed from 30-50 miles to 12-25 miles between Péronne and Bapaume by action of the fiercest kind. But too late. In the northern sector the break-through at Audenarde had increased so far that the Allies were forced to abandon the Scheldt and retire to new positions behind the Lys. Here, in the Flanders plain proper, dotted with the historic names of the last war—Ypres, Poperinghe, Vimy, Béthune—British, French, and Belgians stood with their backs to the sea as they did twenty-five years ago. An official curtain of silence rightly covered their detailed movements.



Belgium's defences against the German invaders included anti-tank barriers on the main roads entering all towns. The Nazis tackled them with their usual forceful methods. The great cloud of smoke arising in this photograph follows an explosion which has cleared the road for enemy tanks.

Photos. Keystone and Planet News

Aided by Treason the Nazis Gain Channel Ports

About eleven days after the first invasion of the Low Countries it was clear that the real Nazi thrust was for the Channel ports in order to separate the Allied armies and to make real the threat to Britain. Here is told the course of the fighting of the fatal week, May 21–28, ended by the "treasonable act" of King Leopold.

THAT the Channel ports and not Paris were the immediate object of the German drive into France became apparent on May 21. Until that time, following the fall of St. Quentin, the confused fighting in the gap between the Northern Flanders and main French armies had concealed the direction of the main German thrust.

In the old citadel of Boulogne, seen above, a heroic band of French soldiers held out until after the town had been evacuated.
Photo, E.N.A.

The announcement of the fall of Arras and Amiens was made in a grave statement to the French Chamber by M. Reynaud, the Prime Minister. Immediate steps were then taken to counter the serious menace to the Channel ports. The B.E.F. counter-attacked at Arras, and within a few hours the town was again in Allied hands. The attack was pushed even farther, to Bapaume, reducing the gap between the Allied armies to a few miles. Through this gap, however, in spite of murderous fire from Allied guns and repeated bombing attacks, the Nazis, regardless of losses, rushed their mechanized columns, and retreat was again inevitable.

"Open warfare" was now extended to the rear of the Allied forces in Northern Flanders, and there began a feverish rush by both sides to occupy vantage points. A genuine embarrassment to Allied troops was the movement of refugees crowding the roads to escape the Nazi terror—providing cover from Allied air attacks on German tanks, which could not be bombed without killing civilians, and also preventing Allied reinforcements getting quickly to danger points.

Thrusting forward with amazing speed, the Germans were in the outskirts of Boulogne by May 24. Fierce fighting took place for possession of the town. British warships outside Boulogne helped the French defenders a great deal by shelling German tanks on the ridges behind the town. At the same time Nazi 'planes bombed Boulogne, Calais, Dunkirk and other Channel ports. Rapid demolition work by naval parties in Boulogne saved large quantities of stores from falling into enemy hands.

A naval eye-witness said that the enemy were all round the docks at a range of about 400 yards. Snipers were within 50 yards. Fire from field and machine-guns and bombing from the air continued all the time. Destroyers came into the harbour and took off the troops, whose courage and daring were magnificent under a tornado of fire. A naval officer present said the soldiers "stood like rocks."

Watchers on the south-east coast of England that night saw a great fire raging across the Channel.

On the day that the fighting in Boulogne was announced in London, the German High Command claimed to have entered Calais. Indeed, Nazi tanks and motor-cycle units turned up in half-a-dozen places at once. An R.A.F. pilot, walking hands in pockets through the streets of Arras, described how he suddenly found himself confronted by a column of Nazi tanks. British pickets holding bridgeheads and cross-roads were assailed from the front, the flank and the rear. As one Tommy said, "It was a real mix-up. We never knew where they were coming from."

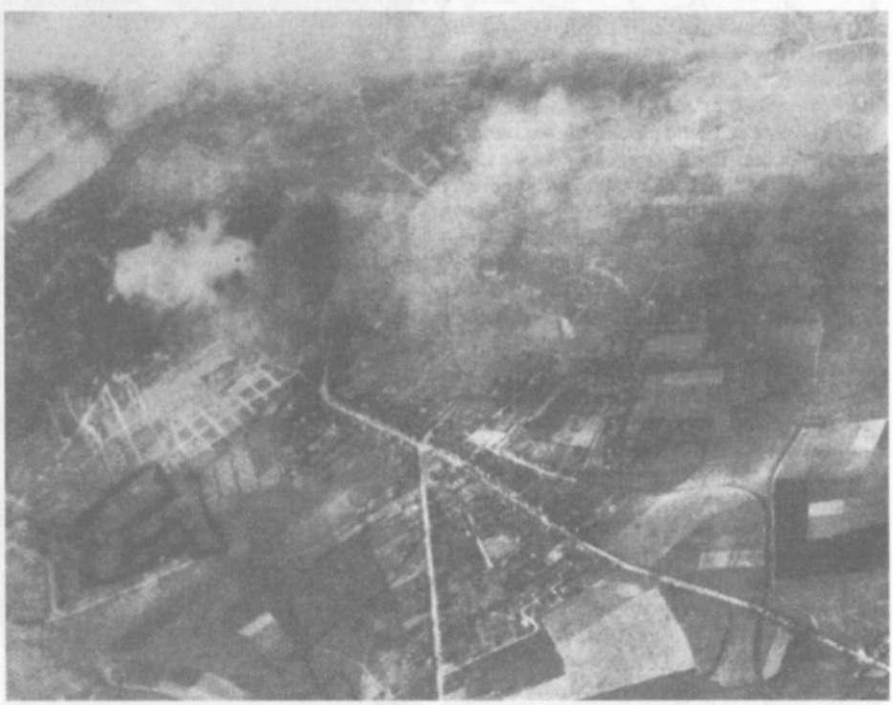
It was estimated that the Nazis had lost 1,500 'planes and more than 1,000 tanks since they began their great push to the Channel ports, but ever more resources were thrown into the struggle.

The Belgian armies were fighting heroically on the left flank of the Allied North Flanders armies, holding lines along the River Lys and from Ghent northwards to the West Scheldt. The French and British armies, separated from the main French armies to the south, held the Flanders plain and were still able to secure supplies from Ostend and Dunkirk.

But yet more blows to Allied courage and fortitude were to come. On the morning of May 28 the Belgian Army, acting on the instructions of King Leopold, "unconditionally and without warning to their British and French comrades-in-arms, capitulated and opened the road to Dunkirk to the German divisions." It was, as M. Reynaud said, "a fact without precedent in history."

The courage and will to resist of the Allied peoples and armies rose to still greater heights. "We knew that sad days were ahead," said M. Reynaud. "Now they have come. Hardship unites us, but we will bear misfortune up to final victory. . . . Our power is unbroken. Our courage is greater than ever. As always, misfortune increases our strength.

"We shall hold on to the Somme and Aisne, and as we hold on we shall conquer. Our faith in victory is intact."



When the Germans had got possession of the greater part of Boulogne the town was heavily bombed by the R.A.F., and this photograph, taken from a British reconnaissance machine, shows the clouds of smoke rising from the buildings set on fire. At night the reflection of the fires on the sky could be seen from the Kentish coast. *Photo, British Official : Crown Copyright*

Dauntless Daring in Skies Filled with Nazi Aircraft

"Whenever the R.A.F. met the Germans in fair fight," said Air Marshal Sir P. B. Joubert de la Ferté, "that is, one British aeroplane to three or four Germans, the victory had been on our side." A French General exclaimed: "The R.A.F. pilots have courage without limit, and fight as though they saw nothing but a black cross before their eyes." Some of these heroic deeds during the fierce activity immediately prior to the Belgian capitulation are outlined below.

A YEAR or two ago it was the fashion to say that the War of the Future would be won in the air, and the prophets envisaged a war waged mainly against the civilian populations, whose morale would be so shaken that they would force their respective governments to sue for peace. While this particular phase of aerial warfare has lost none of its terrors, the prophecy has come true in a rather unexpected manner: the aerial arm has been decisive in the first swift movements of the German drive against the Low Countries and North-Eastern France, but its success has been due to its employment in conjunction with mechanized infantry and with armoured fighting vehicles. In place of field artillery the Nazis have used low-flying bombers to subdue opposition ahead of their heavily-armoured tanks.

An Air Ministry bulletin of May 24 stated that the Nazis had lost at least 500 aircraft during the previous week, and that a total of 1,500 aeroplanes had been destroyed by the Allies since the German invasion of the Low Countries. Day after day our fighters attacked Nazi bomber formations and put them to flight after taking a heavy toll of their number. Night after night the R.A.F. bombers attacked marshalling yards and railway junctions in occupied territory, disorganizing thereby the enemy's supplies for his tenuous columns.

Farther afield our heavy bombers attacked enemy communications in the Rhineland. The official communiqué of the Air Ministry—couched as always in sober and restrained language—said that our fighters "continued to win spectacular victories against the forces of the enemy"—spectacular in their success and in the daring with which our men took on the enemy at enormous odds, day after day, as a matter of normal routine.

Thus in one engagement a single patrol of Spitfires shot down eight Messerschmitt 110 two-seater fighters for certain, and bagged probably 14 in all—besides destroying three German bombers. One of the eleven Spitfires was seen to crash and two were missing, but eight returned safely. This story can be matched a hundred times; thus in the afternoon of May 24 eleven British fighter aircraft engaged a much larger force of the most up-to-date Messerschmitts off the French coast over the Channel, destroying eleven of the enemy and seriously damaging three more. Not a single British machine was lost. If evidence were needed that this was not an isolated incident it is to hand in the fact that this same squadron accounted for 18 enemy aircraft that day, and that another squadron of Spitfires destroyed thirteen.

To tell anything like a complete story of the wonderful work of the R.A.F. during the last few days of May would take many pages; only a few cameos can be given. A squadron of our Hurricanes tackled a formation of 30 Heinkel and Dornier bombers between Calais and Dunkirk; the enemy's escort of Messerschmitt fighters held off from the combat. Five at least (and probably seven) of the bombers were shot down at 11,000 feet. Climbing to twice that height, our Hurricanes then put out of action three of the enemy fighters.

Another fighter squadron—Spitfires—spread their bag over the day as follows: a Henschel shot down near Calais at breakfast-time; a Condor near Ostend before luncheon; a Dornier 17 and a Junkers 88 a little later; another Dornier and two more Junkers at teatime; and two Messerschmitts before dinner!

On May 26 a four-hour aerial battle was fought high over the coast between Calais and Dunkirk. The sky was "filled with aircraft"; a formation of Junkers 88 was trying to bomb ships when a Spitfire squadron approached; five protecting Messerschmitt fighters were put down, and one of the bombers was destroyed. Twenty Messerschmitts were surprised by British fighters 17,000 feet above Calais. The R.A.F. machines, approaching from the sun, put five of the enemy out of action.

One significant fact that emerges from a consideration of the aerial events of April and May is the superior quality of British personnel and material.

Despite the immense numerical superiority with which the Nazis began their offensive in the West, there were signs that they were feeling the losses of the past two weeks, and were throwing into the struggle second- and third-rate aircraft. According to one report our pilots encountered in Belgium slow machines of the Fieseler Storch and Henschel (a biplane) type, which were never meant for battle. It is a pregnant fact that not until now has Hitler's air force come up against anything like equality in its opponents.

Careful examination of enemy aircraft brought down by our fighters and anti-aircraft guns often reveals important secrets of designing and materials. This photograph shows the engines of a Junkers 88 bomber being removed by R.A.F. salvage personnel in France.

Recently an R.A.F. machine was hit directly on the safety-glass windscreen by a Nazi airgunner. The screen was splintered, but the bullet did not enter the cockpit. This Junkers 88 was hit in the same way, but unfortunately for the Nazi crew they had little protection.

Photos, British Official: Crown Copyright

How the French Fight the Mechanical Nazis

In this brief study of the French Army and the measure of reorganization made necessary by the bitter lessons of the "Battle of the Bulge," Harry Gregson explains some of the reasons for the imperfect resistance to the new tactics of the Nazis' furious drive. He also shows how rapidly French adaptability met that very serious situation.

GERMANY'S violation of Luxembourg and the Low Countries, and the consequent invasion of France presented the French Higher Command with new and pressing problems of reorganization. The most urgent of these, without which the Nazi hordes can be neither halted nor forced to relinquish their gains, is the readaptation of the French armies and reorientation of strategy to meet the requirements of mechanized open warfare, with all its accompaniments of powerful tanks and multitudinous 'planes.

The problem will be met in the same successful way as the problem of Germany's heavier guns and superabundance of munitions was met in the Great War.

Until the Nazi invasion France felt secure behind her Maginot Line and its extensions, which covered 1,246 miles from the Mediterranean to the English Channel. French strategy was fundamentally defence, followed by counter-attack. It is more than probable that trench warfare was envisaged as the most effective defence against any enemy break-through of the main fortifications. Indeed, the composition of the French infantry division—three regiments of infantry, two regiments of artillery (three groups each of three batteries)—was definitely based on the lessons learned in the Great War.

The Nazi break-through, however, proved that trenches manned by infantry supported by artillery are no proof against mechanized fast-moving tank columns, especially when they are supported by overwhelming numbers of aircraft. The only answer to tanks and 'planes is tanks and 'planes, and a rapid and immediate regrouping of the French military resources on these lines became necessary.

Fewer Cavalry, More Parachute Troops

At the outbreak of the war French cavalry outnumbered French tank regiments by three to one. Cavalry has great advantages in mobility in dealing with enemy infantrymen who, following the loss of their tanks in attacking the main fortifications, may have penetrated inland; but when, as in the present case, the enemy mechanized divisions have penetrated intact, cavalry can play a very minor role. The first outcome of the struggle in Northern France, therefore, will be the rapid mechanization of the remaining French cavalry regiments.

The value has also been learned of parachute troops. They are no new idea to France. Five years ago she formed her first Air Infantry, each unit of which consists of a company of light infantry equipped with parachutes, and a squadron of troop transports. The training of such troops will be considerably extended.

Little change, on the other hand, is likely in the artillery, the backbone of which the 75-mm. (2.95-in.) gun has proved itself adaptable even for dealing with the monster 75-ton tanks. By withholding fire until the target is within 300 yards' range, these marvellous guns (invented 43 years ago) have proved themselves still superior to any special anti-tank gun in rapidity of fire and mobility. It is inconceivable that a tank can be invented with armour strong enough to resist the impact of the 75-mm. armour-piercing shell.

But the 75-mm. gun, the use of parachute troops, and increased mechanization are by themselves of little avail. They must have the support of aircraft. Less concentration on artillery production and greater concentration on aircraft output is a first essential, aircraft having to a large extent replaced artillery—at least, in the opening stages of battle. The lesson is being learned a little late, but increased co-ordination of 'plane and tank attack will be a feature of French tactics in future. It was not believed possible that Polish tactics could be repeated in France. For one thing, France had very strong frontier defences and, secondly, there was a strong air force.

To a certain extent, the assumptions of the French Higher Command proved correct. It is true that the Nazis pushed forward, but the speed of the push was limited by disorganization and casualties caused by intensive attacks on the enemy's rear, the full extent of which will probably never be officially revealed. Again, piercing an area and holding it are two very different things, and the French soldier or general has to rid himself of the idea that an enemy behind the French lines in light mechanized units means the abandonment of the front line. One can envisage the remodelling of the French Army into large mobile groups which will endeavour to pierce the "area of confusion" into which light enemy units have penetrated, while other groups will act as cordons to prevent confusion spreading.

Tanks and, above all, aircraft are necessary, however, for the efficient functioning of mobile groups. With artillery for the "cordon" troops the French Army is well equipped. In a war of fast-moving patrols we are likely to see the "super scout" emerge, acting on his own initiative, and fighting the enemy wherever he meets him.

Such scenes as this were common on the highways of France and Belgium during the Nazi thrust. A French tank is going forward while refugees are coming back. The difficulties of an army advancing to meet sudden attacks are greatly increased on roads crowded with slow-moving vehicles carrying civilians away from the war zone. Aircraft are also prevented from attacking enemy troops when refugees are on the same road.

Photo, Planet News

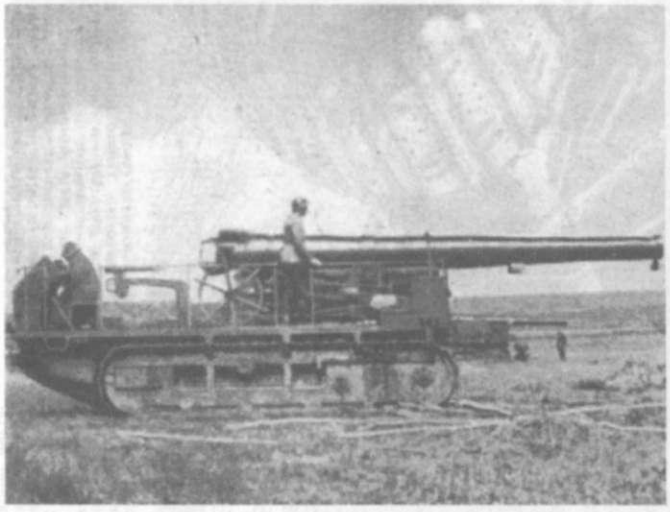
Men of the Great Army Gen. Weygand Commands

The French officers above and opposite were in command of the bridge-heads on the Aisne at Rethel, and distinguished themselves by making a gallant fight.

It was due to these men the French were able to announce on May 19 that the Germans were held at Rethel. Both wear the steel helmets with visors used by the French mechanized units.

The photograph of General Weygand, right, was taken in Syria. During his flight to Paris his 'plane had to make two forced landings. Above are two soldiers of a French motorized unit.

The three men in the foreground are French motor machine-gunners, who with remarkable bravery and endurance followed up and harassed a German armoured column for five days.

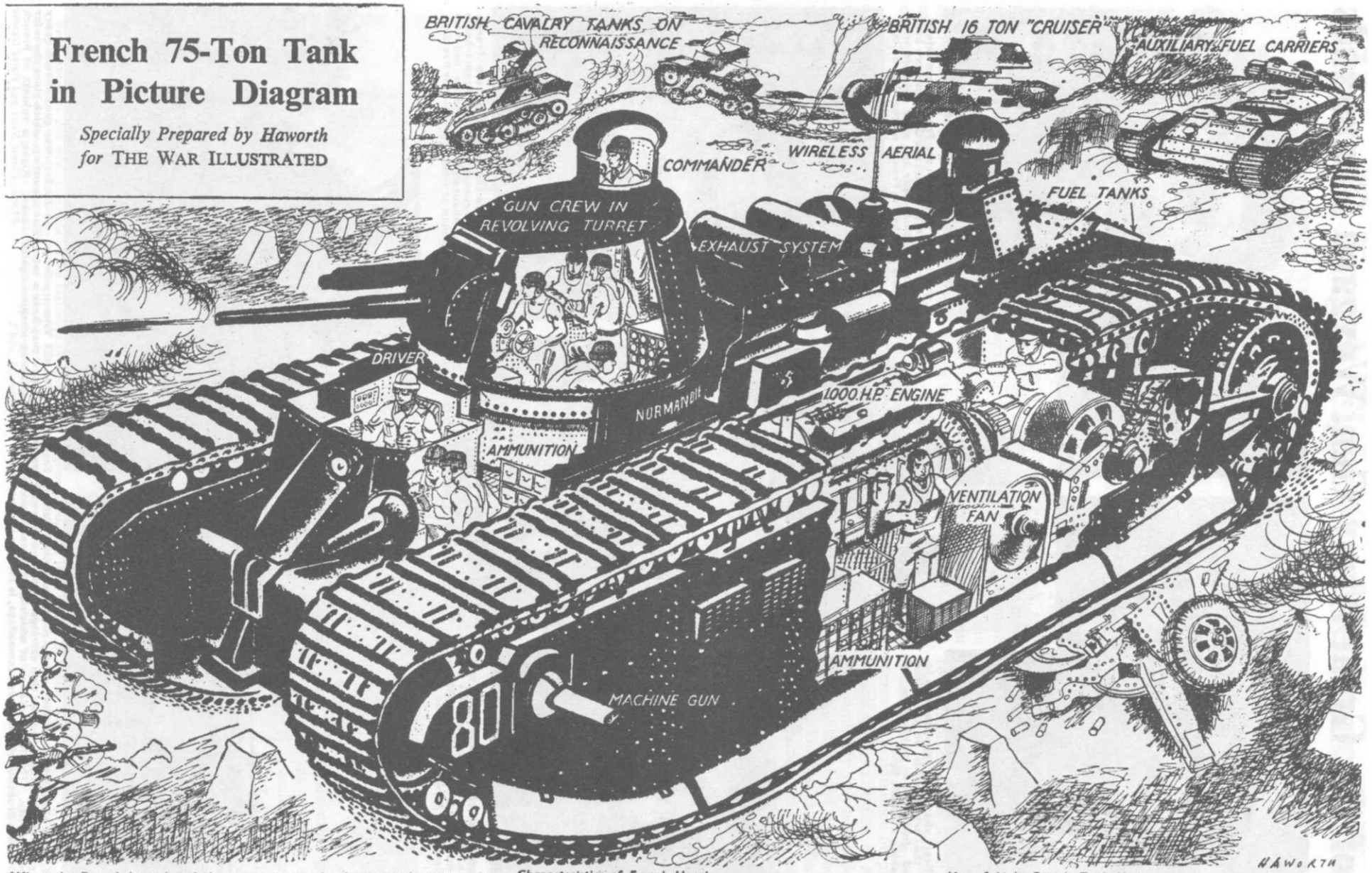


The guns, left, were photographed while actually ready for action with the French Army on the Western Front. In the last war guns of such heavy calibre were generally mounted on their own carriages and were moved by tractors, but now they have a caterpillar mounting, which gives them far greater manoeuvrability. The low elevation at which they are set makes them most effective weapons against tanks. Right, a column of French light tanks, for which branches of trees form camouflage, is moving into action.

Photos, Planet News and Pathé Gazette

French 75-Ton Tank in Picture Diagram

Specially Prepared by Haworth for THE WAR ILLUSTRATED



When the French introduced these monster tanks in the early stages of the war, they were a complete surprise. These slow-moving "forts" form the spearhead of an attack and pave the way for smaller tanks and infantry. They communicate with one another by two-way radio and usually advance under cover of heavy aerial bombardment. When advancing at full speed with the main gun and several of the machine-guns in operation the noise inside the tank is better imagined than described. Germany used large numbers of similar machines for her great drive to the Channel ports.

Characteristics of French Heavies

The French heavy tank weighs approximately 75 tons, has a main armament of one field gun or a small howitzer mounted in a revolving turret, and also carries eleven machine-guns. It moves along at 8 to 10 m.p.h., consuming about six gallons of fuel for every mile that it travels. It is capable of crushing most anti-tank devices by its sheer weight, and of crossing large anti-tank pits. As in battleships, these "land ships" are directed by a chief officer, who is stationed in the forward armoured turret. Each of the crew is trained to fill any position in an emergency.

Use of Light British Tank Units

In conjunction with the heavies are the small "supply tanks" seen in the drawing immediately behind the large tank. In this case they are pulling fuel carriers on caterpillar tracks. Small supply tanks also take food to advanced positions, and fresh ammunition to anti-tank gun posts and machine-gun positions. In the background, top centre, can be seen small reconnaissance units of the British Tank Corps. These small, handy vehicles are the "eyes" of the modern army. Behind them is a British "cruiser" tank weighing about 16 tons.

These Are Units of the 'Mechanized Attila'

The mechanization of the German army was accompanied by constant exercises, during which the possibilities of the new machines were exploited to the full. In the remarkable scene, left, a tank and motor-cycle are leaping a trench in which a few soldiers cower, fully aware that if the feat does not come off death awaits them. Below, an officer in a heavily armoured car of peculiar construction used for scouting scans the landscape.

Photos, Mondiale.

In Norway the Germans used their lighter mechanized units. Left, in southern Norway a light tank is advancing along a road with infantry following close behind.

LIGHTER and more speedy mechanized units of the German army, such as those seen in this page, carried out the raids towards the Channel Ports in the middle of May 1940. Their first purpose was to occupy strategic points in advance of the main forces, to cause damage on a large scale, and to terrorize the civilian population. They were also used for reconnaissance. They constitute part of the forces so well characterized by M. Blum as those of the "mechanized Attila."

The photograph above, one of the many issued by the Nazis for propaganda purposes, shows three men of a motor-cycle and side-car unit finding their way through a dark forest. Right, a German column of light tanks advancing along a road behind the Western Front. Such tanks were employed by the Nazis chiefly in reconnaissance work and in dashes against lightly-held enemy positions.

Photos, Planet News, Press Topics, and International Graphic Press

The Parachute Weapon and Its Menace To Britain

The lightning conquest of Holland was made possible by the employment on a large scale of troops dropped at vital centres by parachutes, and of others transported by aeroplane—these being aided by Nazi sympathizers or " Fifth Columnists " on the spot. The same tactics were adopted in the Nazi drive against France—and will no doubt be attempted in any serious assault on Britain.

WHEN a few years ago Stalin allowed it to be known that the Russian army included units trained to make parachute descents en masse the idea was received somewhat sceptically by experts, though highly successful demonstrations were given, with hundreds of men descending at once. French " Air Infantry " were formed, however, consisting of a light infantry company with a squadron of troop carriers. German military leaders evidently appreciated the significance of the new tactics, for the training of parachute troops was taken up with vigour. As a result, Germany today is able to drop her parachutists behind the Allied lines, to wreck important buildings, damage roads, railways and bridges, and even to assault and hold for the time being strategic points in the path of advance.

Gliders To Carry Troops

Besides parachutes and troop-carrying aeroplanes, the Germans are reported to have used gliders for placing troops at vulnerable points. It is suggested that the capture of a key fortress at Liége was due to this method.

Armed with a powerful automatic rifle and a pistol, provided with explosives for speedy demolition work—perhaps also with a portable radio set for directing Nazi aircraft—the parachute soldier is a formidable invader. He may bring down with him a collapsible bicycle and may even carry a portable tent; with his iron rations he can keep going until he obtains food " from the country "; should he be able to make contact with a " Fifth Columnist " he is sure of help.

His training has been long and severe. Beginning on the ground, he learned about the management of parachutes—how to control and steer them in the air. Later he made actual descents from aircraft, at first unencumbered with equipment and afterwards with an increasing weight of kit. He acquired a knowledge of the special technique of his branch, and was taught how to profit to the utmost from the surprise and demoralization following on the sudden appearance of himself and his comrades. Some of the men may be competent radio operators; others may be equipped for the destruction of bridges, power stations and railways. Others, speaking the language well, may be disguised as soldiers or officials of the country invaded and attempt to gain access to important centres.

Parachutists, again, may be dropped in advance of a projected invasion, to act as intelligence agents or spies. A woman who had taught English at Friedrichshafen shortly before the war, told a " Daily Telegraph " reporter that her pupils had been members of the Nazi parachute corps. She said:

" Hitler ordered that all boys between 15 and 20 must speak English and soon I had hundreds of pupils. Among them, and somewhat older was an officer in the Hitler Youth Corps. . . . I found from him that I was in the heart of the new parachute corps and that he was their leader. My pupils were all parachutists, and I ascertained that they had maps of all open spaces near the east and north-east coasts of England and Scotland and all vulnerable spots near bridges, factories and ports."

Demoralization and destruction are the prime objects of the parachutists. But a group of determined men might also be able to seize an aerodrome or a flat open space that could serve as an airfield. Then troop-carrying enemy aircraft might attempt a landing in co-operation. Parachute soldiers could provide infantry support for advance mechanized troops or for tanks. Each of these things has come to pass in the operations in the Low Countries and in France. Only active measures accompanied by the utmost vigilance will prevent their success in Britain.

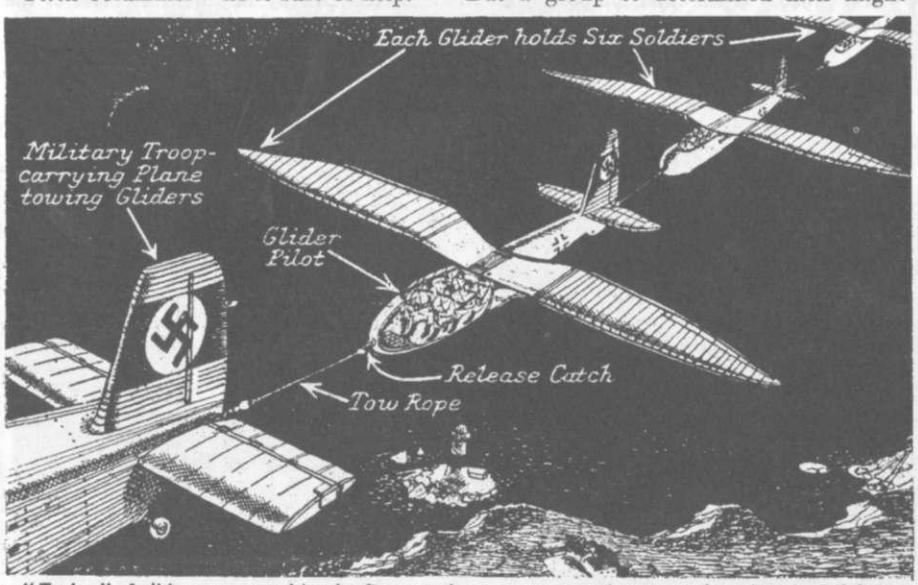
What, then, is Britain doing to meet the menace of aerial invasion? The main defence is provided by the army. Many divisions are almost completely trained, and other units in various stages are available all over the country. Further, there are the Home Defence cadres, many of whose personnel are ex-soldiers; and the local police forces, with unequalled knowledge of the terrain and ample powers of action.

The Newest Volunteer Force

But it is manifestly impossible for the entire ground to be effectively guarded and patrolled by the forces mentioned, and hence the Local Defence Volunteers were raised. On May 14 the War Office announced that this force, voluntary and unpaid, would be open to all British subjects between 17 and 65 years of age. Volunteers accepted were to be provided with uniforms and would be armed. The force would be under the command of the G.O.C.-in-C., Home Forces. The same evening Mr. Anthony Eden, Secretary for War, broadcast a stirring appeal for support of the L.D.V. Sir E. Grigg, on May 22, summarized the functions of the new force: they would have to " deal with the action of small enemy parties landed from the air." They were also wanted " for the purposes of observation and information of landing."

Another function would be " to help in the very earliest stage in preventing movement by enemy parties landed from the air by blocking roads . . . denying them access to and means of movement . . . and by seeing that they were as completely as possible hemmed in from the moment they landed." The third function was " to assist in patrolling and protecting vulnerable areas."

A leading article in " The Times " of May 24 urging the need for prompt and energetic measures put the position in a few words: " The citadel which these islands constitutes cannot expect to escape the severest trials, but it can be kept inviolate, in spite of all past delays, by energetic hands."



" Trains " of gliders were used by the Germans in attempts to seize strategic points in Belgium. Five or six gliders, each carrying six men, were towed to a great height and then released. The success of this method must depend largely on the weather, but used at night it makes an efficient form of silent attack.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

Germany's Parachute Army in the Making

THESE photographs of successive stages in the training of Nazi parachute troops show the thoroughness, so characteristic of Germans, of their teaching methods. Gymnasiums were erected in empty hangars, where volunteers, suspended from the roof by a rope, learned to swing their bodies to the right and to the left in the air. This manoeuvre is necessary in order to avoid falling on objects such as trees or overhead power lines. Still dangling on the rope the man is then allowed to fall on to the padded floor, thus learning to fall without injuring himself.

When these men had learnt all that could be taught them on the ground, they had sufficient confidence to enable them to make practice descents from aeroplanes.

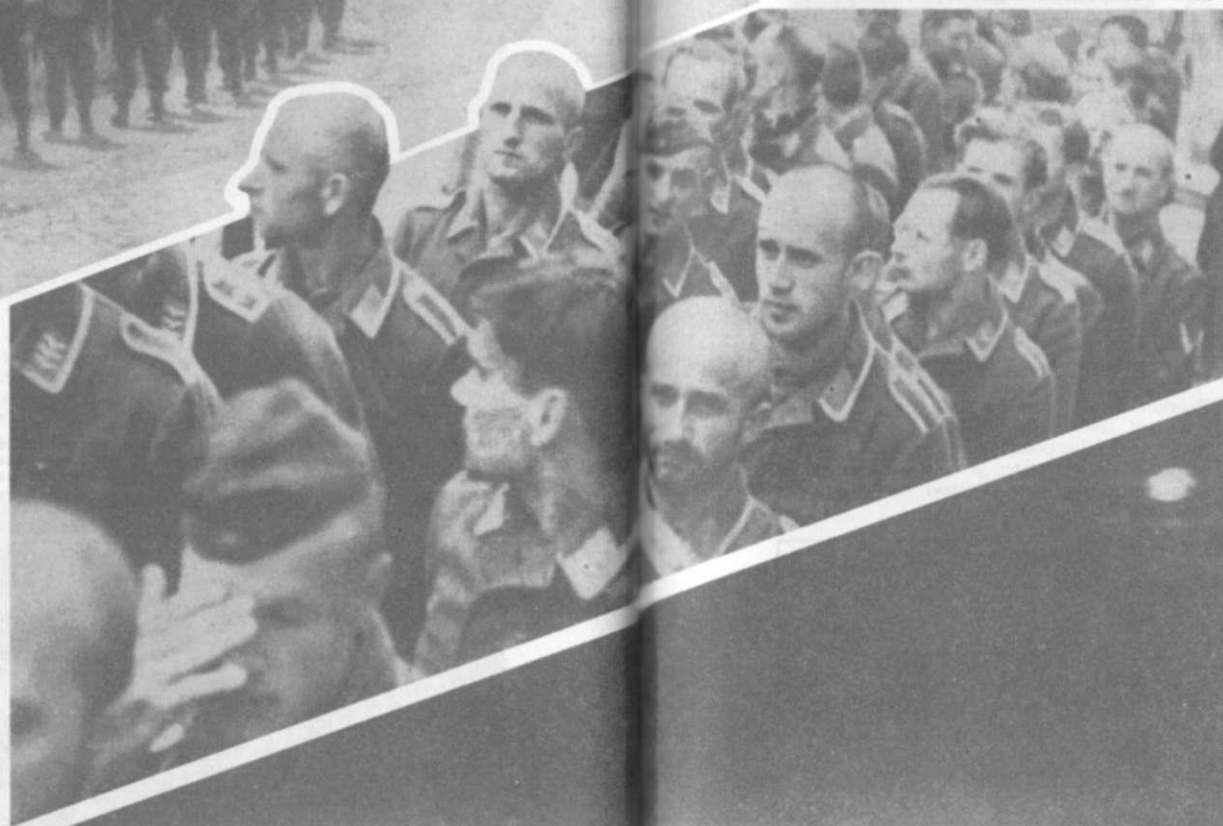
Without any doubt the German parachute troops have been given the most thorough training possible. Not only were they taught exactly what to do after landing, but they had to learn how to handle and care for their parachutes (left) and every detail of how to fall safely to the ground (right). *Photos, Central Press and Keystone*

In the final stages of training the men jump from a Junkers JU 52 (above) in quick succession. They wear none of the heavy equipment needed for war purposes. Below is a close-up of a parachutist about to jump.

Right, the men are seen landing on an open piece of ground. Great skill is required to avoid coming down among houses or breaking a leg on reaching the ground. The vent of the middle parachute can be distinctly seen.

While Our Men Give Battle in France and Flanders at Home We Glimp

Along this peaceful cobbled road in the northern war area British troops are marching towards the battle zone. They are in open order, which considerably lessens the risk they run from sudden swoops by enemy 'planes. Right are typical German prisoners captured during the Nazi advance.



TREACHERY MOST FOUL: MAY 28, 1940

Belgium's Traitor King As Hitler's Latest Ally

By The Editor

WHEN I heard today the staggering news of Leopold III's surrender, until 4 o'clock this morning our "brave and loyal ally" (as he had made pretence of being), my heart faltered in its beat, my brain reeled in a blur of shapeless thought: it was as though my ship "had struck at sea with a rending jar."

What shall one say at the instant of so imponderable an infamy? Modern History offers no parallel, though we can find more than one in ancient times. A whole library of books will be written in the years to come in which the name of Leopold III will shine with that horrid phosphorescence of things that putrefy.

Better a thousand times that this tragic and final king of the Belgians, into whose unworthy hands strife of political parties had thrown power and responsibility far beyond his capabilities, had verified the oft-repeated whispers of many of his subjects that he was "pro-Boche" by capitulating on May 10th at the first Nazi onslaught. Such capitulation would have been a crowning service to Britain and France by comparison with his criminal defection at the high hour of crisis.

Better a thousand times that the Nazis had been welcomed on Belgian soil and that never a soldier of the Allies had been sent to the aid of a brave and worthy nation whose fate had come into the hands of one so incompetent to lead it. For then we had seen no "Battle of the Bulge," the B.E.F., shoulder to shoulder with their indomitable Allies of France, would have stood firm in full force from Dunkirk to Montmédy.

Losses That We Might Have Avoided

IN going to the help of Belgium the Allies have incurred incalculable loss of men and material which might well have been a determining factor in resisting and breaking the Nazi aggression, had these armies remained in the positions they occupied on May 10th. They have been squandered by the treason of this shameless son of the heroic Albert, this playboy king who went back from "the playing fields of Eton" to his native country only to give the lie, at the supreme moment of his 39 years, to the old adage about these historic fields.

UNCONQUERABLE

The Kaiser: 'So you see, you've lost everything."

The King of the Belgians: "Not my soul."

Cartoon by Bernard Partridge (1914). By permission of the Proprietors of "Punch"

'Heroic' Words of Leopold III

May 11. In a Proclamation broadcast to the Belgian nation:

To my valiant Army, to my courageous soldiers, I give the greetings of the whole country. In them, worthy heirs of the heroes of 1914, we place all our trust .... I shall remain faithful to the oath I took under the Constitution, to maintain the independence and integrity of my country as my father did in 1914. I have placed myself at the head of the Army, with the same faith and confidence in our cause.

May 12. In reply to a message from King George:

The cause which Belgium is defending is sacred to my countrymen, and I share the unshakable confidence which your message expresses in the free and independent future of our two countries.

May 16. In a message to the Liége forts:

Colonel Modard, Commander of the forts, officers, non-commissioned officers and soldiers of the fortified position of Liége, resist to the end for your country. I am proud of you!

May 19. In a message to the Namur forts:

To the Commander, officers, non-commissioned officers and soldiers of the fortifications of Namur, hold out to the end for the sake of the Fatherland. I am proud of you!

May 28. Message to his Army H.Q.:

You are to lay down your arms!

The Belgians, "bravest of all the peoples of Gaul" in Caesar's opinion, must this day hang their heads in shame . . . not for themselves, as a noble and self-sacrificing people, but for having inherited so mischievous a monarch . . . probably the last, and assuredly the only disloyal member of its royal succession of four since the nation's birth in 1830. For even the little loved Leopold II could not thus have betrayed his people.

What Will History Say of Him?

HISTORY will describe Leopold the Traitor as Hitler's timeliest ally. Safe in the castle which the Berlin monster has allotted him he can save his skin . . . "treason has done his worst." He may even have a private golf course to amuse himself—as Ludwig of Bavaria had his private opera-house—but whereas his father's soul was "as a garden full of fountains" serene in the knowledge of great deeds greatly done, Leopold will surely be tormented to his dying day with the hideous thoughts of how his feebleness . . . he, ye gods! who only twelve days before had urged the valiant defenders of Liége to "resist to the end" . . . has sacrificed the lives of hundreds of thousands exerted in a mighty effort to save his country and his people—an effort which had by no means been proved hopeless.

Here one thing emerges: never again in the life of nations should it be possible for one young man by the sheer accident of birth to speak the fatal word, be it either "fight" or "surrender."

Sympathy to the uttermost must be extended to the Belgian people in their atrocious plight. The only thing . . . and it is a piddling little thing . . . that can be said for the wretched creature who was their king at 4 a.m. this morning, is that he "cracked" under the strain of the suffering inflicted upon his people by the hammering of the mechanized Attila, but how much better was he than Honorius, who was playing with his doves in his palace grounds at Ravenna when the Visigoths were sacking Rome? . . . How much?

Whatever we may think of an act of treachery which forever places his name in the forefront of the traitors to civilization we have but one dominating thought, one mighty impulse: to repair the havoc which this great betrayal has wrought in the Allied defence. Let us leave the arch-traitor hiding his shame in the castle, which his master Hitler has granted him as the immediate reward of his crime.

Once more unto the breach, dear friends, once more.

We Must Be Ready For Attack

NOR need we despair that this shall be achieved. Many a thousand Belgians will shoulder their arms alongside their Allies to redress this grievous wrong which one of their race has brought upon them. The Belgian government may even give constitutional form to a re-invigorated defence by disowning their royal betrayer. (This I have just heard is their resolve.)

For ourselves, with Holland and Belgium in Nazi hands, we must prepare for further shocks. The complex problem of withdrawing our forces from Belgian soil and re-uniting them with the French is one of the most tremendous military operations ever envisaged. But it must somehow be achieved. And, holding the line of the Somme, the Allies will have to be inspired once more by the historic watchword, "They shall not pass!" while we in Britain make ready for the new phase of the war which involves, beyond all manner of doubt, a desperate and ruthless aerial attack upon our Islands.

Treachery at Maastricht, which broke the Belgian front, treachery at Sedan, which breached the French defences, treachery in the heart of Leopold III has done its diabolic worst. The situation is desperate, but far from hopeless. Let us steel our hearts to meet it . . . and to overcome.

Cartoon by Illingworth, courtesy of the "Daily Mail"

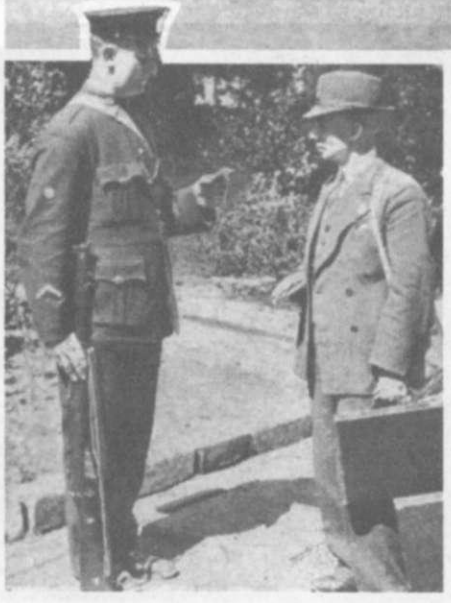
Britain Ready for War at Her Very Doors

Aliens are kept safely out of mischief in this internment camp in the North-West, enclosed by barbed wire and guarded by sentries. Their homes are modern houses on a newly developed estate.

This sentry stands on a broad highway in the South of England along which, in the days of peace, week-enders and picnic parties sped. Now he is on the watch for parachutists, with an improvised alarm at hand and a coil of barbed wire at his feet to fling across the road in front of any suspicious car.

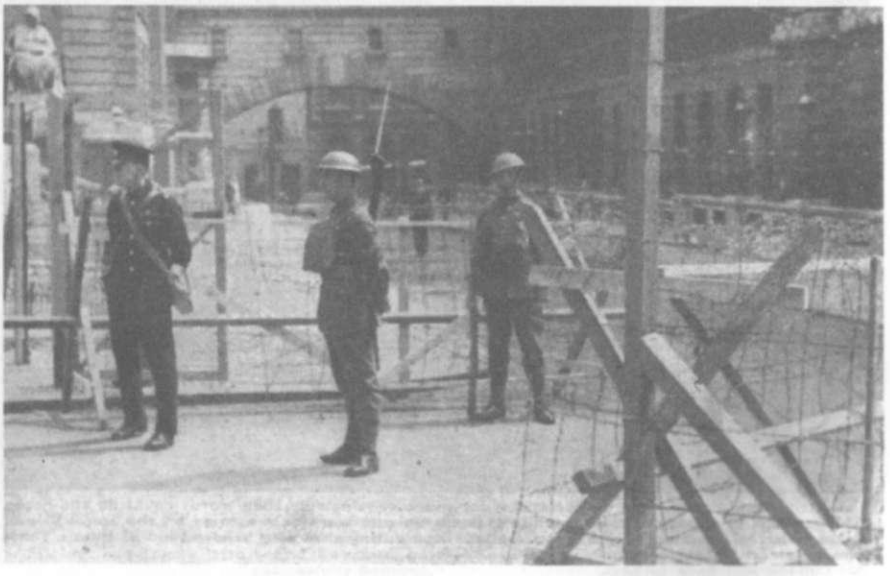
Not only invasion by parachute troops, but possible raids from the sea are being guarded against. Here, men of a Scottish regiment are transforming the promenade of an East Coast town by building sandbag ramparts just above the beach. Below is an important public building in London protected against all eventualities by barbed wire and sentries.

Photos, Topical and Planet News



The Newcastle police have been armed with rifles. Here one of them is examining the credentials of an A.R.P. official.

Photos, G.P.U., L.N.A. and Keystone



The Home Front Unites Under Threat of Invasion

The tremendous and sustained German Army's drive through Holland and Belgium and to the French coast, coming perhaps to its climax in the Belgian collapse, had made vividly clear the possibilities of direct attack on these shores. Here are discussed the British reactions to that threat and the united effort of the home front to repel it.

NEVER since the days of the Great Armada had the menace of invasion of the British Isles been so acute as it was after the German westward thrust had been achieved. The Nazis overwhelmed Holland, Luxemburg and a large part of Belgium and northern France, with the object of seizing the Channel ports, whence Hitler hoped to achieve the greatest of his ambitions—to blot out the British Isles.

The most vital task of the home front at this stage was to fill the gap between accumulated German resources in munitions and 'planes and the immediately available supplies of the Allies. In this respect the workers and Ministers of Britain proved themselves no less stalwart than the officers and men of the B.E.F.

These "Parashots," at crossroads in Kent, are wearing their uniforms for the first time. Every man chosen from the thousands of volunteers for this service knows how to handle a rifle.

The answer of the home front to Hitler's drive for the Channel ports was eager acquiescence in the new and greatest of all industrial revolutions in this country. By the new Emergency Powers Act, free speech, private property, liberty of the individual to choose his employment—all were surrendered overnight.

A twenty-four-hour day, a seven-day week with three shifts a day, in armament factories and the willing sacrifice of their leisure by the workers quickly provided the answer to Hitler's boasts of invasion. In less than a week the output from many armament factories increased by one-third.

"We are unitedly resolved that all our internal resources shall be used to the full to provide the arms and munitions you need." This was the declaration to the fighting forces adopted by delegates of more than 200 Trade Unions after listening to Mr. Ernest Bevin, the Minister of Labour, explaining the new proposals with regard to hours of work and employment in the armaments industries.

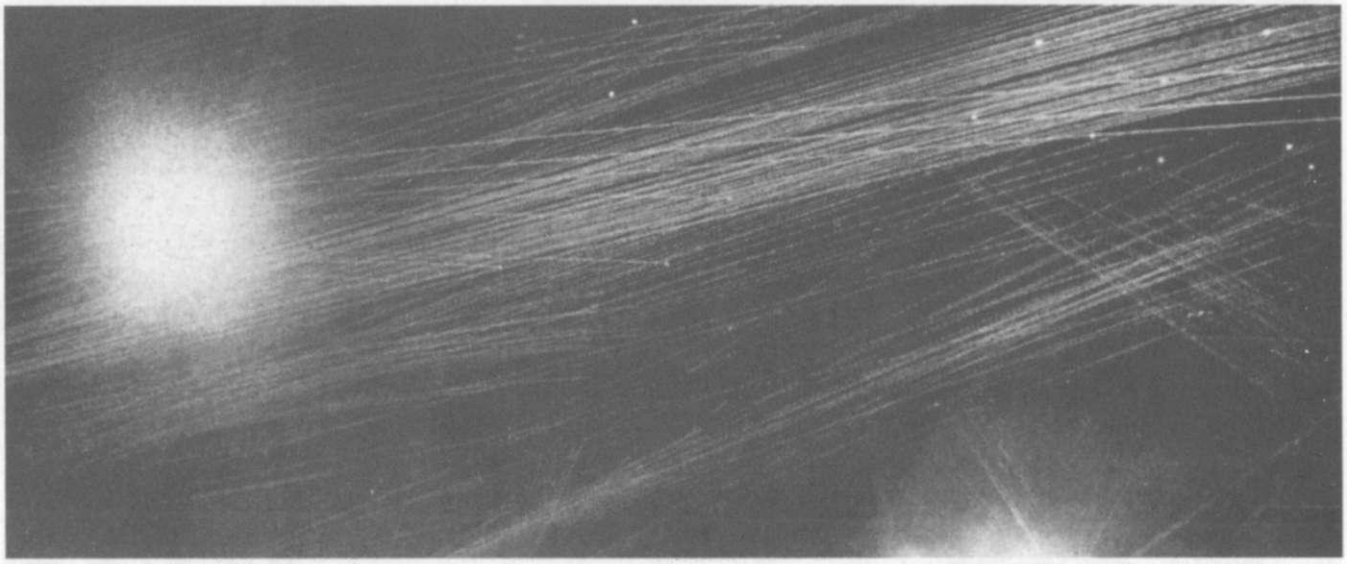
But while the lathes of the armament factories were humming, the peaceful Downs near the South Coast reverberated to the thunder of enemy guns and bombs on the other side of the English Channel. From the cliffs watchers could see the dull glow of huge fires across the water.

Hitler might be able to set up powerful long-range guns to shell Britain, as "Big Bertha" shelled Paris in the last war. But while the Maginot Line and the French forces remained intact and while France and Britain fought shoulder to shoulder, he had to reckon on instant retaliation by big guns from French soil.

Hitler's air arm, moreover, had yet to prove itself against battleships provided with fast land-based fighter aircraft. No doubt trials from the air were to come which would test the nerves of Britain's people. The home front would face it stoutly, and perhaps would welcome the diversion of bombs from our gallantly fighting forces—at least so long as it meant a repeated waste of Nazi effort, like the raid on the North Riding of Yorkshire on May 23. The Nazi High Command claimed that "their Air Force effectively bombed numerous flying fields in East and South-east England." Actually the only result was eight civilian casualties—the first in England.

Nevertheless, so long as Hitler had the Dutch coast and was in Flanders, the invasion of these islands was a possibility which the National Government took very seriously. A fighting man, General Sir W. Edmund Ironside, was appointed on May 26 Commander-in-Chief, Home Forces. Sir Edmund's job on this side of the Channel compared in responsibility with that of Lord Gort in the B.E.F.

The home front now bends its shoulders vigorously over the lathe. The position was well stated by a correspondent of "The Times": "The resources on which the Allies can call are vast, and provided that they can be exploited to the full, they must turn the tide. The best defence against an aeroplane is another aeroplane; the best anti-tank weapon is another tank. We must have more of both before it is too late."



This astounding photograph demonstrates far more convincingly than words could do the reception that awaits Nazi raiders over Britain. It was taken, with a 10-minute exposure, while Nazi aeroplanes were over a town on the South Coast of England. The uncountable white lines are the tracks of anti-aircraft shells and tracer-bullets fired during that very brief period of time. Through such a barrage as this all Nazi raiders making for London will have to pass.

Photos, "Daily Express" and "News Chronicle"

Home Front: Production & Destruction

Bren guns are among the chief and most effective weapons of the Army. Here, a highly-skilled fitter is assembling one.

Much of the delicate work in inspecting finished parts of aeroplanes is done by girls. Left, one of them is testing parts of air screws. Right, rifles which have been passed "fit for active service" are being stacked. *Photos, Fox, Planet News and Topical*

The biggest output of all armaments is that of cartridge cases, which must be produced by tens of millions. Above, some of those millions are being stored ready for filling. Right is the midday break. A "sup and a bite" are being taken against a background of big shells.

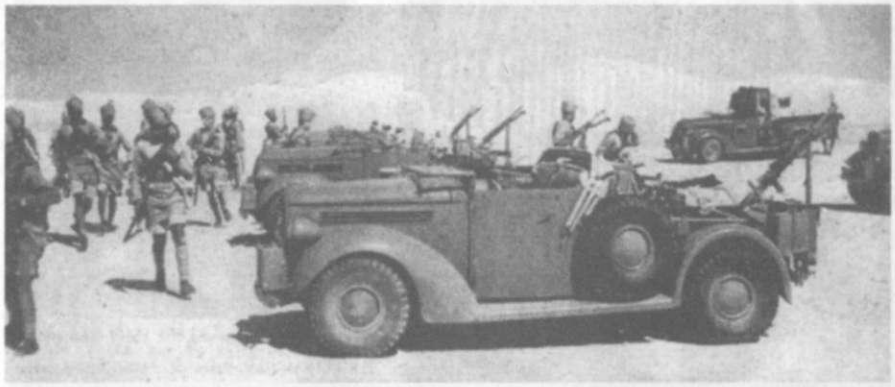
Photos, Central Press and Keystone

While Britain's munition workers were "speeding up," the Nazis dropped bombs on England. Left are wrecked cottages in the North Riding of Yorkshire, and above, the crater made by a bomb that fell in Essex. This is the "aerodrome" claimed by the Nazis to have been "successfully bombed." *Photos, "Daily Mirror" and Fox*

Britain and Egypt Take Care of 'The Ditch'

Corner-stone of the civilized alliance in the Near East is Egypt, which in terms of military strategy is almost synonymous with the Suez Canal. Here we tell of the armed strength of our Egyptian ally, and in particular of the present state of the Canal

IN the last war Egypt was enemy territory—at least nominally—for though it had been under British control since 1883, it was still part of the Sultan's dominions. Following the entry of Turkey into the war on the side of the Central Powers, Britain in December 1914 declared a protectorate over the country. This was terminated by mutual consent in 1922, when a kingdom was established, Sultan Ahmed Fuad Pasha being proclaimed king as Fuad I. The British military occupation was continued, however, until 1936, when the Anglo-Egyptian Treaty stabilized Anglo-Egyptian relations for twenty years to come, ended the fifty-year occupation of Egypt by British troops, and made Egypt a sovereign State bound to Britain by a close alliance.



That most spectacular of regiments, the Egyptian Camel Corps, has now been mechanized and has added to its camels (see page 409) cars armed with Bren guns.

Of the seventeen articles composing the Treaty one of the most important is that which states that in the event of either the United Kingdom or Egypt becoming involved in war the non-combatant nation is pledged to render aid as an ally—such aid on the part of Egypt to include the use of Egyptian ports, aerodromes, and means of communication as are required by the British forces. This clause came into operation, of course, immediately on the outbreak of the war.

Another clause of the Treaty hardly less important is that which regularized the position of the Suez Canal, that thin streak of artificial waterway—the Canal zone is 105 miles long by only 200 yards wide, in which narrow width is contained not only the Canal, but a full gauge railway, a high road, and cable connexions—which joins the Mediterranean with the Red Sea and all the seas of the East, and is thus not only one of the greatest highways of world commerce, but a vital link in the chain of Britain's imperial communications.

The Treaty provided that not more than 10,000 British troops or more than 400 R.A.F. pilots should be maintained in the Canal zone. The military forces were to be stationed at Moascar and in the Geneffe area, and R.A.F. stations might be established within five miles of the Port Said to Suez railway from El Kantara in the north to where the Suez-Cairo and Suez-Ismailia lines meet in the south, with an extension along the Ismailia-Cairo railway to include the R.A.F. station at Abu Sueir. The Egyptian Government undertook to provide in large measure the barracks, lands, amenities, and so on, and also to construct and maintain the roads, railways, and bridges necessary for strategic requirements. It may be added that the Egyptian Government also undertook to provide facilities for landing-grounds and seaplane anchorages in Egyptian territories and waters, and units of the British forces were allowed to be retained at Alexandria until 1945.

The Suez Canal zone is Egyptian territory, and the Canal itself is owned by an Egyptian company—the "Compagnie Universelle du Canal Maritime de Suez"—which has its headquarters in

Flowing on the verge of Egypt's arid wastes, the Suez Canal is rightly known as the Empire's gateway to the East. This aerial view shows a portion of this vital waterway. The three Westland Lysander Army Co-operation machines are on a reconnaissance flight to protect British interests in the Canal region. *Photos, Charles E. Brown and G.P.U.*

Where the Envious Eyes of Fascist Italy are Looking

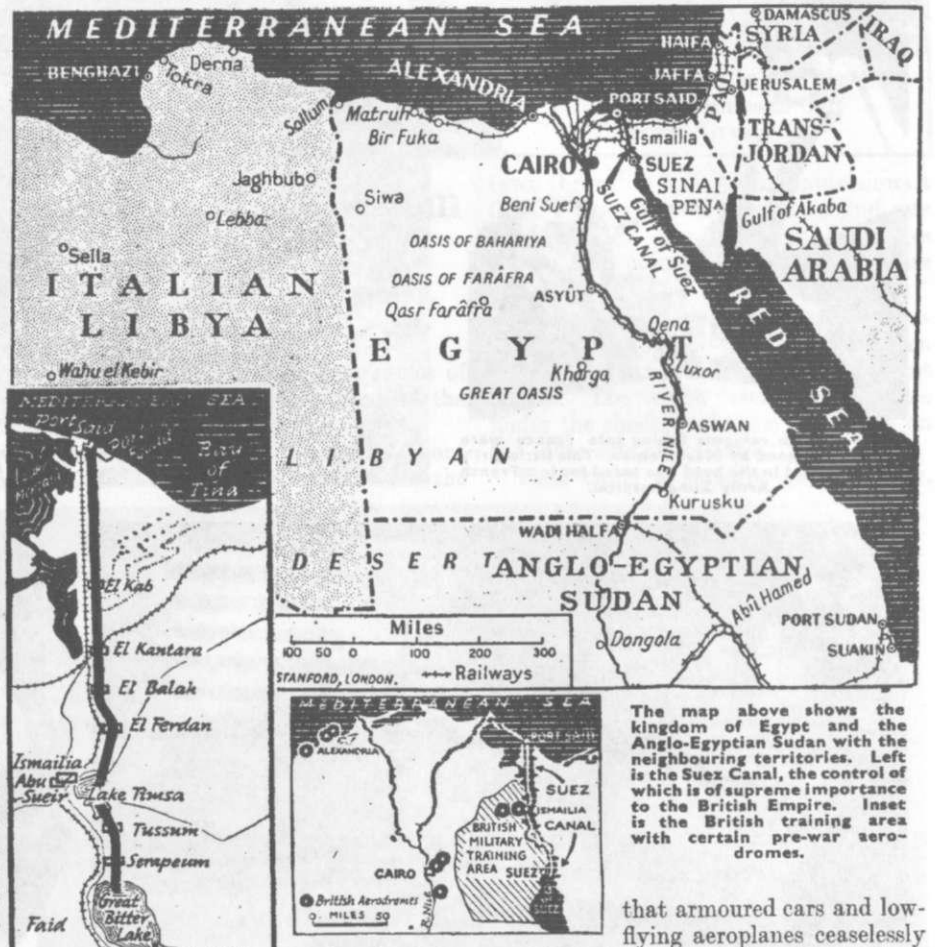
Paris. Of its capital of 200,000,000 francs, seven-sixteenths are held by the British Government. Originally purchased by Disraeli in 1875 for £4,000,000, the shares were valued in 1939 at nearly £28,000,000. Furthermore, Britain has received about ten times her original investment in the shape of dividends and interest. (Among the shareholders, it is interesting to note, is Dr. Goebbels, who up to recently was receiving his dividends through a Luxemburg bank; one of the consequences of the Nazi invasion of Luxemburg which Dr. Joseph may not have foreseen is the cessation of this remittance.) The management of the Canal is predominantly French, for on the board there are 21 French and ten British directors and one Dutch; of the British directors three represent the British Government and seven British shipping and commercial interests.

Of the ships which use the Canal half are British; in 1938, 6,171 vessels went through the Canal, of which 3,028 were British, 984 Italian, 499 German, 476 Dutch, 295 Norwegian, 260 French, 199 Greek, and 100 Japanese. Incidentally, from these figures it will be clear that if the Canal is a life-line of Britain's commerce and empire, it is the life-line of Italy's new empire in East Africa—and one which is, to say the least, vulnerable in the extreme, for though the Canal is neutralized there is nothing to prevent a blockade from operating at each end.

At the northern end of the Canal is Port Said, a prosperous town inhabited by an extraordinarily heterogeneous population of some 100,000. Until the opening of the Canal in 1869 it was nothing but a squalid village, but it is now indeed "the Gateway of the East"—one of the focal points of world communications; opposite the old town is the new town of Port Fuad, where are the Canal company's engineering and repair shops and where in a garden city the employees and workpeople now live.

At the opposite end of the Canal on the shores of the Red Sea is Suez, a town of some 50,000 people and by common report dreary and unattractive in the extreme. Opposite it is the new town of Port Tewfik, built on garden-city lines. Of the intermediate towns, the most important is Ismailia, where are the headquarters of the British military administration in the Canal zone.

Before the war the British army in Egypt normally consisted of three regiments of cavalry, one regiment of horse artillery, two regiments of field artillery, two companies of engineers and eight battalions of infantry (two in the Sudan), and two armoured car companies, the total strength being 11,739. Of late, of course, this force has been very largely increased, and in Palestine—whose nearest



The map above shows the kingdom of Egypt and the Anglo-Egyptian Sudan with the neighbouring territories. Left is the Suez Canal, the control of which is of supreme importance to the British Empire. Inset is the British training area with certain pre-war aerodromes.

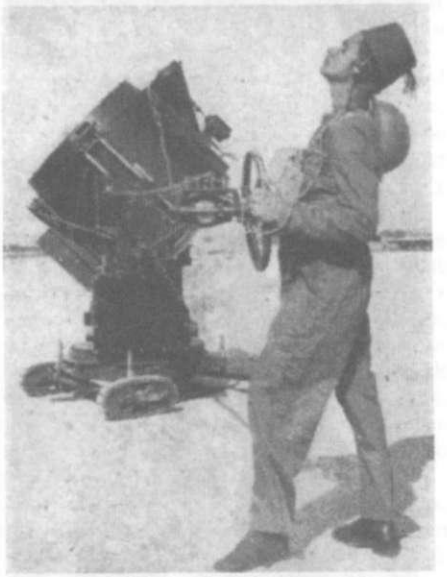
point is about 150 miles from El Kantara—are the cantonments of the Australians and New Zealanders who have arrived from "down under."

The Egyptian Army has a peacetime strength of 25,000, and quite recently has been completely reorganized with the advice and assistance of British military experts. Its recruitment is based on compulsory service, and in the event of actual hostilities a very large force of trained men could be put into the field.

At Cairo, the Egyptian capital, are the headquarters of Britain's Middle East army under Lt.-General Sir Archibald Wavell, and also of the R.A.F. Command.

One of the consequences of a rising tempo in Italy's "non-belligerency" has been the speeding up and extension of the defences of Egypt in general and of the Canal zone in particular. To Italy the possession of the Canal would be of the utmost strategical advantage, and it is not surprising to find that the defences have been strengthened against sabotage, that armoured cars and low-flying aeroplanes ceaselessly patrol its banks, and that the stations controlling the level of the water and the customs houses are very heavily guarded.

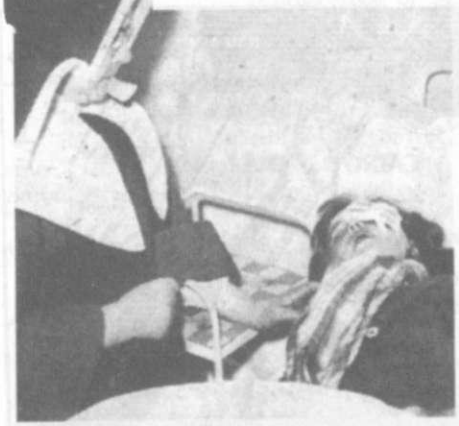
The safety of the Canal is, in 1940, as in 1914, one of the principal preoccupations of the Allied High Command.



The Egyptian Army is ready for any attack from the air. Above, an Egyptian soldier is working a desert searchlight: it is mounted on caterpillar wheels to facilitate movement on the desert sands.

Photo, P.N.A.

'For This There Can Be No Forgiveness'



Many Belgian refugees fleeing into France were machine-gunned by Nazi airmen. This little girl's bullet wound in the head was cared for in a French Army Zone hospital.

Women and children made their lonely trek to safety (circle below), but Nazi bombs forced civilians and soldiers alike to take cover in the ditches (above).

This American ambulance returned from the front badly damaged by Nazi air attacks. The driver is pointing to a machine-gun bullet hole.

Pathetic scenes of refugees lying dead among their household goods (above), or wandering aimlessly around their ruined homes (left) are to be seen wherever Nazi bombers have attacked open Belgian towns. Those who fled helplessly from the terror have suffered as badly as those caught in the first onslaught.

Photos, Planet News, Movietone News, Wide World, and British Official: Crown Copyright

Eye Witness Stories of Episodes and Adventures in the Second Great War

How I Escaped the German Bombs in Belgium

One of the violent civilian bombardments which were part of the German system of attack in Belgium was experienced on May 16 by Geoffrey Cox, "Daily Express" reporter. Despite the horror of the scene he depicts here, it is perhaps reassuring to read how many people escape injury from bombs at close range.

It was mid-afternoon on May 16, in a southern Belgian town packed with refugees. Spring sunshine streamed down on the old market square, where great lines of cars and lorries were crowded with women and children.

Every café set among the gilded medieval house-fronts was full of dusty cyclists and exhausted people who had marched in ever since dawn.

At the cross-roads policemen directed a long line of old women with bundles on their backs, little tired boys crying as they clutched their mothers' hands, cripples pushed in chairs.

Around the railway station half a mile away at least 10,000 people were packed on the pavement waiting to struggle aboard trains for the frontier.

I was sitting in the sun in a café on the central square with other reporters, when suddenly I saw in the blue sky the tiny white rosettes of anti-aircraft shells bursting. The town siren began to wail. We took little notice. The anti-aircraft was silent.

Five minutes later the steady shriek of the all-clear started. At that moment I saw two men pointing eastward. I looked up and saw behind the gables of an old watch-tower at the end of the square a squadron of 'planes.

They were bombers flying at about 4,000 feet and coming straight for the town through a belt of white anti-aircraft fire. I counted twelve of them and saw more behind. I ran with my colleagues to the foot of the tower and lay there pressed to the wall.

Above the cannonading of the guns the roar of engines came closer. Then came the roar and quake of the first bombs. The earth seemed to ripple under the shock, but these had fallen on the other side of the town.

Then came a steadily growing roar, getting louder and louder as bomb after bomb crashed in a line that seemed to rumble right on top of us.

One bomb fell just the other side of the tower. I waited for the next one. It seemed inevitable that it would be right on us. But with a shriek like tearing silk it plunged into the square a hundred yards ahead.

The square, a moment before a place of beauty, was hidden by a cloud of dust from the middle of which came women's screams and then the flickering of flames.

Women, their hair dishevelled, clutching babies in their arms, their faces black with smoke, rushed madly towards us. A whole row of houses on one side of the square had their fronts smashed. Two cars were blazing.

People were rushing from the buildings. Out of the café where we had been sitting ten minutes before a British Catholic padre was helping two soldiers to carry a girl.

The glass front of the café had been blown in. Seven other wounded people

Top, the Grand' Place, Tournai, in which the incidents described in this page took place. The town was in German hands during practically the whole of the last war. In the lower photograph we see such havoc as was caused in scores of French and Belgium towns.

Photos, A. J. Insall, Copyright A.P., and Keystone

I WAS THERE!

were propped against the wall. Men ran by with stretchers. Five bombs had fallen within 100 yards of where we lay.

I talked later with Belgian troops who had been on the road outside the town when the raids took place. They told me they counted forty 'planes which machine-gunned and bombed a column of troops on the road, then dived on a column of refugees and sprayed them with bullets.

Then they scattered the rest of their bombs indiscriminately on the town. The railway station, the only real military objective, was missed by at least half a mile.

A squadron of British fighters roared up two minutes after the raid and shot down at least four of the bombers.

When I left the town for the French frontier to send this story the roll of wounded was already well over 100 and that of dead more than twenty. Almost all refugees.

Yet already streams of refugees were pushing their way past wreckage in the streets to get on to the frontier. . . .

We Saw Children Machine-Gunned

Wounded men of the B.E.F. and soldiers on short leave from the Western Front who arrived in England during the week-end of May 25 were, as these stories show, unanimous in their condemnation of the Nazi airmen who attacked women and children.

A PRIVATE from a Scots regiment stated that there was nothing too low for Nazis to do. "They are a dirty lot," he declared.

He had been through some of the stiffest fighting from Arras to Boulogne, and said that for five days the troops were moving all the time.

"At Arras," he said, "I had made friends with an old Salvation Army woman. She was a kindly, courageous soul. When the 'Jerries' came she packed all the children she could get into a motor-car to get them away.

"But down came the low-diving Nazi 'planes and machine-gunned her and the helpless children. She was killed. That's the sort of thing you cannot forget."

Indignation was also expressed by a wounded Liverpool man. He was suffering from concussion from a shell burst.

"For the past fortnight," he said, "I have been on the move, shifted from one hospital to another, with the Nazis giving us a pretty warm time. I saw the wreckage of the hospital train which had gone ahead of us. It had been bombed by German 'planes.

"That was bad enough, but what made my blood boil was seeing the 'planes diving just over the ruined houses in the Belgian villages and turning their machine-guns on terrified children who ran screaming for shelter."—("*Daily Telegraph.*")

These two men are survivors of the bombed hospital ships. Left is Fourth Engineer J. Challen, and, right, Radio Officer R. C. Ayling.

Nazis Ruthlessly Bombed Our Hospital Ships

When a French port was bombed by German 'planes, two British hospital ships bearing wounded soldiers were set ablaze and destroyed, and women and children refugees were machine-gunned. The story of this outrage is here told by some members of the crews of the hospital ships.

THE raid on the French port occurred on May 21, and R.A.M.C. men and the crews of the hospital ships later arrived by cargo boats at a South Coast port.

"The town was in flames," said one of the survivors, "and we rushed to the outlying districts and had to walk 14 miles back to the boat which brought us to England."

The crews had much to tell about the ruthlessness of the German bombers. One seaman said:

"We received warning of an air raid and were told to take wounded soldiers off our hospital ships.

"As we carried the men ashore on stretchers German 'planes swooped down and gave us a withering hail of machine-gun fire.

"Women and children and Belgian refugees were mown down by 'planes as they waited in long queues to board cargo ships which were to take them out of the danger zone.

"The 'planes swooped down, just missing the roof tops of houses.

"Dead women with children in their arms were lying on the quayside.

"We helped refugees with their few belongings to tramp to outlying districts. Six hours later I returned and found the port ablaze."

Another seaman said: "After the first wave of enemy 'planes orders were given to evacuate the town. Cargo boats not damaged by bombs were taking aboard local women and children and Belgian refugees when the 'planes again appeared.

"This time they flew low and swept the streets with a continuous hail of machine-gun bullets.

"It was awful. Kiddies were crying by the side of their dead mothers, while other mothers were clutching wounded children in their arms.

"As the R.A.M.C. personnel and crews were unloading one hospital ship the wounded, who were unable to help themselves, were also killed.

"The 'planes were so low that they could not help but see by the large Red Crosses that we were hospital ships, but it made no difference. Our ships were set on fire."—(*London "Evening News."*)

The camera here bears incontestable witness to the fact that Nazis have bombed hospital ships that could be mistaken for nothing else. This ship was sunk in a Belgian harbour. They were equally ruthless in their treatment of hospital trains, ambulances and hospitals.

Photos, Fox and Associated Press

I WAS THERE!

I Saw the Gestapo at Work in Holland

After the military occupation of a district by the Nazis comes the equally terrifying visitation of the Gestapo. Here is a description of how the Nazis treat the conquered, by a Dutchman who was in Amsterdam for a week before escaping to England.

I AM one of the few Dutchmen who have escaped from Nazi-occupied Holland. Standing among my silent, sullen compatriots, I saw the Germans march in triumph through the streets of Amsterdam. I saw the Gestapo arrive, riding in luxury motor-cars in the wake of the conquering army.

My name was on the Gestapo lists found on captured German officers. Like thousands of my countrymen, I was marked down for "liquidation." So when I saw the Germans goose-stepping through the streets I made one quick decision: I would not go near my home or my office.

For days I hid where I could, making the arrangements which have resulted in bringing me to safety in London.

Many of my friends had been "liquidated" before I left Amsterdam. Some of them were captured by the Fifth Columnists and handed over when the Germans marched in. Nearly all have faced the firing squads.

Chief among the enemies of Germany were those Dutch traders who refused to swerve from the national principle of neutrality. Despite every intimidation they would not export to Germany goods they had imported under promise that they were for Holland only. Other traders helped the Allies wherever possible. All were on the Gestapo Black List.

A business friend, a staunch friend of England, had done Britain good service.

He had warned the British authorities in Holland about a number of cases where Dutch Fifth Column exporters were falsifying documents and generally misrepresenting German goods with the object of obtaining for them a certificate showing them to be of Dutch origin; in this way the exporters helped to beat the British embargo on German exports.

This man was one of the first to be "attended to" by the Gestapo. He was "picked-up" in the early hours of one morning. Next day his wife was offered "remains" for 1,000 guilders.

Officially he was an air-raid casualty.

Another friend of mine was the leader of the stevedores' union. When the pro-Nazis were re-exporting goods to Germany in defiance of the neutrality rules, my friend instructed the men of his union not to handle the stuff. They came out on strike to show their determination not to help the Nazis. This leader was marked down as an enemy of Germany. He, too, has disappeared.

I shall never forget the drama I saw in a bomb-scarred residential district in South Amsterdam. The Gestapo had called to arrest a journalist who had some Jewish blood in his veins.

On her knees on the pavement was his fair-haired wife, tears streaming down her cheeks, begging the Nazis to let her husband go. Roughly they pushed her aside. They took her husband away. No woman's tears can soften the Nazi heart.

Daily the number of suicides mounted up in scores.

Some of these were refugees who had escaped from concentration camps in Germany. Some were Germans who had been anti-Nazis of long standing. All knew what their fate would be should they fall into the hands of the Nazis. They chose death rather than the torture of the concentration camp.

But the Dutch are not sitting still and meekly suffering this arrogant Prussianism. They have found a way to deal with it, especially at The Hague. At night the black-out provides opportunity for the squaring of accounts.

Carousing Nazis, staggering under a load of liquor, were given a stealthy shove into the water of the canals. I did not hear of any Dutchman being caught out at "shove and run."

These exploits, however, are but the passing event of the bursting hatred the Dutch bear their oppressors. Hitler's heel is on their necks. Their frightened womenfolk are kept behind locked doors, away from the lust of the Nazi soldiery. They themselves go out as little as possible; their cafés are mostly closed.

Holland is fast becoming a slave State, sold to the Nazis by the Judases of the Fifth Column.—("*Evening Standard.*")

Abbeville Was a Vast Desolation of Ruins

Abbeville was bombed to pieces by German 'planes before their troops seized the little town. Mr. Alan Stuart Roger, a young Red Cross man who returned to England with wounded on May 24, describes the terrible scene in the ruined town.

MR. ROGER was the leader of a convoy of seven ambulances which made a night dash from Boulogne to collect wounded survivors of the destroyer "Valentine"—bombed and beached off the Dutch coast—from a Dutch hospital.

Mr. Roger said: "The last time I saw Abbeville it was one vast desolation of smouldering ruins, fires raging and the shattered streets strewn with dead and dying women and children.

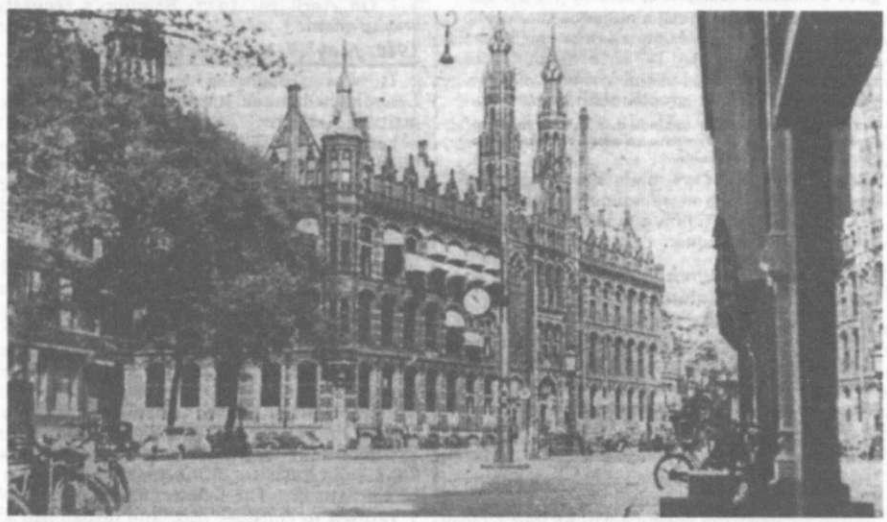
"The Germans bombed it relentlessly, without any thought of military objectives. They dropped high explosive and incendiary bombs, as well as incendiary darts—which shoot about like jumping crackers. A British dispatch rider was blown clean off his motor-cycle by the blast of a bomb. He picked himself up, seized a woman and child, and hurried them to safety in a field on the outskirts of the town. There he made them lie flat until the danger was past.

"I saw a house where a delayed-action bomb, ricocheting from the ground, flew clean through the bedroom in which a man and his wife were asleep.

"By a thousand to one chance, it landed harmlessly outside!"

All over the battle zones Mr. Roger saw refugees mercilessly attacked.

"Wherever there was a jam on the roads," he said, "the 'planes swooped down, bombing and machine-gunning the processions of fugitives. Twelve bombers attacked a convoy of ambulances clearly marked with the Red Cross. Allied fighters chased them off."—("*Daily Mail.*")



This exclusive photograph of Amsterdam was taken after an air raid warning had sounded during the Nazi invasion of Holland. It shows the empty streets near the Central Post Office. Bicycles have been left just where their riders jumped off them, and all the cars are empty. Other photographs of Amsterdam are reproduced in pages 546 and 547 of this volume.

THE WORLD HEARS OF THE GREAT BETRAYAL

Although a certain number of those in authority—and some of his own subjects—knew that Leopold III was not truly zealous in supporting the Allies against the Nazi invaders of Belgium, the news of his abrupt desertion of those Allies came to Britain and the world like a thunderclap.

M. Reynaud, broadcasting at 8.30 a.m. on May 28, gave the world the first announcement of the Belgian King's surrender:

I HAVE to inform the French people of a grave event. This event occurred during the night. France can no longer count on the help of the Belgian Army. The French Army and the British Army are now fighting alone against the enemy in the north.

You know what the situation was following the break in our front on May 14. The German Army thrust itself between our armies, which found themselves cut into two groups—one in the north, the other in the south.

In the south are French divisions who hold a new front which follows the Somme and the Aisne and then joins up with the intact Maginot Line. In the north is a group of three Allied armies—the Belgian Army, the British Expeditionary Force and some French divisions, among which many of us have a dear one.

This group of three armies, under the command of Gen. Blanchard, was supplied via Dunkirk. The French and British Armies defended this port in the south and in the west, and the Belgian Army in the north.

It is this Belgian Army which, at the height of the battle, has unconditionally and without warning its British and French comrades-in-arms, suddenly capitulated on the orders of its King and opened the road to Dunkirk to the German divisions.

EIGHTEEN days ago this same King addressed to us an appeal for help. To that appeal we responded, following a plan conceived by the Allied General Staffs last December.

Then, when in the midst of battle, King Leopold of the Belgians, who until May 10 always affected to attach as much worth to Germany's word as to that of the Allies, King Leopold III, without warning Gen. Blanchard, without one thought, without one word for the British and French soldiers who came to the help of his country on his anguished appeal, King Leopold III of the Belgians laid down his arms. It is a fact without precedent in history.

The Belgian Government informed me that the King's decision was taken against the unanimous feeling of his responsible Ministers.

They added that they had decided to put at the service of the common cause all the Belgian forces still at their disposal. Notably, the Belgian Government wishes to raise a new army to collaborate with the French Government.

It is our soldiers of whom we think. These soldiers can say that their honour is intact. Our soldiers are accomplishing magnificent work at the front every day. During these eighteen days of battle they have given a thousand examples of heroism . . . . .

FRANCE has been invaded a hundred times, but never beaten. Let our brave people in the north remember that. It is through these trials that will be forged the new soul of France, a France which will be greater than ever.

Our faith in victory is unshaken. The strength of each soldier, of each Frenchman and Frenchwoman, has been multiplied tenfold.

Misfortune has always made France greater. Never has she been more unanimous than today . . . . We shall hold out, and because we have held out we shall conquer.

Mr. Winston Churchill, in a statement to the House of Commons on May 28:

THE House will be aware that the King of the Belgians yesterday sent a plenipotentiary to the German Command asking for a suspension of arms on the Belgian front.

The British and French Governments instructed their generals immediately to dissociate themselves from these proceedings and to persevere in the operations on which they were now engaged.

However, the German Command has agreed to the Belgian proposals, and the Belgian armies ceased to resist the enemy's will at four o'clock this morning. I have no intention of suggesting to the House that we should attempt, at this moment, to pass judgement upon the action of the King of the Belgians in his capacity as Commander-in-Chief of the Belgian Army. This army has fought very bravely and has both suffered and inflicted heavy losses.

The Belgian Government has dissociated itself from the action of the King and has declared itself to be the only legal Government of Belgium and has formally announced its resolve to continue the war at the side of the Allies who came to the aid of Belgium at her urgent appeal.

Whatever our feelings may be over the facts so far as they are known to us, the sense of brotherhood between the many peoples who have fallen under the power of the aggressor and those who still confront him will play its part in better days than those through which we are passing.

The situation of the British and French Armies now engaged in a most severe battle and beset on three sides and from the air is evidently extremely grave. The surrender of the Belgian Army in this manner adds appreciably to their grievous peril, but the troops are in good heart and are fighting with the utmost discipline and tenacity. . . .

The House should prepare itself for hard and heavy tidings. I have only to add that nothing which may happen in this battle can in any way relieve us of our duty to defend the world cause to which we have avowed ourselves.

Nor should it destroy our confidence in our power to make our way, as on former occasions in our history, through disaster and grief to the ultimate defeat of our enemies.

THE RECORD OF FOUR YEARS

1936 Leopold Declares for Neutrality

On October 15 King Leopold declared that Belgium should revert to her pre-war policy of neutrality...Any policy of alliance with a single country would weaken her position abroad.

1937 Leopold Withdraws from Locarno Agreement

On March 29 Leopold informed British Cabinet that Belgium wished to be relieved of her obligations to assist Great Britain and France under the provisional Locarno agreement. In place of this, Belgium would welcome arrangement by which the Great Powers of western Europe would guarantee her independence and could be called to assist her if she were attacked. Belgium would neither give reciprocal guarantees nor take part in staff talks.

On April 24, 1937, Belgium's request was granted.

1940, May 10-20, He Fails to Cooperate

It was recognized in France that Leopold had taken up an un-cooperative attitude shortly after Nazi invasion began, but it was believed he had reconciled himself to Allied control of the Belgian army.

The Belgian Cabinet, fearing he might be faced with capture or capitulation as the German advance continued, urged him to leave the army and continue the fight from France, but he refused.

1940, May 25-28, He Asks for Full Powers —and Capitulates

On Saturday, May 25, 1940, four members of the Belgian Cabinet had a stormy session with Leopold on this subject, but did not suspect his intentions.

On Sunday night Leopold asked the Cabinet in Paris for full powers to act as he thought fit. The Cabinet unanimously refused to consider this, and dispatched a special mission to dissuade the king; this mission was still on its way when the news of his capitulation was received.

M. Pierlot, Belgian Prime Minister, broadcasting from Paris on May 28:

BELGIANS! over-ruling the formal and unanimous advice of the Government, the King has opened separate negotiations and has treated with the enemy.

Belgium will be dumbfounded, but the guilt of one man cannot be imputed to the entire nation. Our Army has not deserved the fate which has befallen it.

The act which we deplore is without any legal validity. It does not bind the country. According to the terms of the Belgian Constitution, which the King swore to uphold, all the powers come from the people. They are exercised as laid down by the Constitution. No act of the King can be valid unless it bears the counter-signature of a Minister.

The King, breaking the bond which bound him to his people, placed himself under the power of the invader. Henceforth he is no longer in a position to govern, since obviously the functions of the head of the State cannot be carried out under foreign control.

Officers and public servants are, therefore, released from the obedience imposed upon them by their oath of allegiance. The Belgian Constitution provides for the continuity of the powers of the Government. . . .

The Government will not fail to do its duty. Assembled in Paris and in agreement with the Speakers of the two Houses and with such Ministers of State as could be consulted, the Government, sure of being the interpreter of the will of the nation, is resolved to continue the struggle for the liberation of the country.

From among the courageous younger generation who responded to the appeal of the Government, together with Belgian soldiers who are now in France and Great Britain, a new army will be raised and organized, and will fight side by side with the Allied armies.

Belgians! we are going through the most painful trial in our history. The hour has come to remember the example of courage and honour given to us by those who fought in 1914–18. Come what may, we shall prove ourselves worthy of them.

Mr. Duff Cooper, Minister of Information, broadcasting on the night of May 28:

LET us always face the facts, and face them with confidence, without exaggerating or seeking to minimize them. However great the enemy success in this great battle may be, however great the blow, we can recall how many defeats, how many blows this country has withstood and rallied from, and come back from the defeat to turn it into victory. . . .

The Belgian army are unable any longer to continue. They have fought bravely, they have yielded only before overwhelming odds.

This is no time for criticism or recriminations. The hour is too solemn and we have too many other things to think of. . . .

It will be necessary to do our utmost to withdraw our Army from the positions that they now occupy, but it will not be a defeated Army that we shall withdraw. It will be an Army whose courage is still high and whose confidence is still unshaken, and in which every officer and man is still burning with desire to meet the enemy in combat.

The Army is hungry for the opportunity of meeting German soldiers on the field. That opportunity will come to them in due course. The standard of liberty is still flying high, and under it are massed the Armies of the British Commonwealth of Nations and the French Republic.

Towards that same standard are flocking remnants of the fighting forces of those unhappy countries upon which has descended the horror of German tyranny . . . . Their cause is safe.

As the danger increases so does our courage rise to meet it. We are not vainglorious and we will not boast: but our hearts are calm and our resolution firm.

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 591*)

Monday, May 20, 1940

MR. HERBERT MORRISON, Minister of Supply, in a message to all engaged in the production of arms:

These words are addressed to you as the producers of munitions and war supplies. The hour is critical, the nation's need is great.

I speak to you all alike, men and women, from the senior officers of the Ministry of Supply and the managing directors of great works to the sweeper-up and the last-joined apprentice fitter in the smallest arms factory. Your functions are different, but the call upon you is the same. The lives of our sons and brothers, our own future as free men and women, and the peace and civilization of the whole world depend on the effort we make now to produce arms and win the war. You know that.

I will speak still more plainly to you. If we waste a minute at our desk or bench we sacrifice a life. If we put our personal rest or ease or comfort before the needs of our job we increase the risk of our own and our family's future. If we let private interest weigh with us, if we allow ourselves to be governed by any motive whatever except a sole and single one of determination to win this war, we are helping Hitler and his Nazis.

I can do nothing without the support, the loyalty, the solidarity of you all. You have worked hard and steadfastly. Work harder still. I appeal to you in the name of our country, of everything and every person you hold most dear—give of your very utmost. Everything that I can do to extend the scope of the arms drive and to enable you to work to the utmost advantage I will do, and I will try to do it in the spirit that I commend to you—the spirit of duty, determination and comradeship.

Work at war speed!

Wednesday, May 22

MR. DUFF COOPER, Minister of Information, in a broadcast to the Empire:

Let us all remember this: in a "total" war, such as that into which the Germans have plunged the world, every citizen is in the line of battle. The enemy is using not only tanks and aeroplanes, but also lies and rumours in his attack on the citadel of our civilization. He is trying to demoralize those of us who remain at home, as intently as he is trying to destroy our armies, navies, and air forces. In the firing line, our men from all over the British Commonwealth of Nations are fighting with wonderful gallantry and grit. It is up to us at home not to let them down by giving way to attacks by the underhand and unseen weapons of lethargy, defeatism, and rumour.

Today the situation is grave, perhaps graver than at any time in the War of 1914–18. That does not mean that defeat is on the horizon. The war will be won by the Allies, and won all the sooner for the perils and sacrifices that are being laid upon them. But the gravity of the position does mean that we must steel ourselves for news of reverses and that the physical dangers of war have been brought much nearer to those of us, men and women, whose duty lies on the home front in the British Isles. We face those dangers in confidence, and, indeed, in pride.

The gravity of the position means, too, that we do well to turn our minds to the immensity of the issues that are at stake in this war. Shall we of the British Commonwealth, of France, and of Germany's smaller victims be bound or free? The fate of Poland shows what slavery the Nazi tyranny is ready to impose upon its victims. What cruelty, what horror, what abomination! Shall this blot of barbarism spread over the whole map of the world, defiling first Europe then other continents, or shall it be stemmed now and erased for ever?

We know that there is no bound to Hitler's lust for world power, and we know in what contempt he holds all non-German races and peoples, especially those of Africa and Asia. Shall the British Commonwealth itself be destroyed, and be replaced by some centralized dictator imperialism utterly foreign to the communion of free nations to which this country and the Dominions belong today, and in which India and other nations of the British Empire are soon to find their places?

You who are living in the vast spaces of the Commonwealth beyond the seas must understand how much it means to us in this small corner of the smallest continent to feel that behind us stand so many millions of men of our own blood who are coming gladly from the happy, peaceful lands in which they live in order to mix that blood once again with ours, to pour it out in profusion and generosity and extravagance for a cause which means to us much more than life.

Here in England we are facing whatever may be in store, confident that work, determination, courage, and self-sacrifice will win us the victory and overturn the forces of evil that oppose us. This is the hour.

'THEY SEEK THE CONQUEST OF THE WORLD'

H.M. the King in a broadcast address to the Empire on May 24:

THE decisive struggle is now upon us. I am going to speak plainly to you, for in this hour of trial I know that you would not have me do otherwise.

Let no one be mistaken: it is no mere territorial conquest that our enemies are seeking. It is the overthrow, complete and final, of this Empire and everything for which it stands; and after that the conquest of the world.

And if their will prevails they will bring to its accomplishment all the hatred and cruelty which they have already displayed.

It was not easy for us to believe that designs so evil could find a place in the human mind. But the time for doubt is long past. To all of us in this Empire, to all men of vision and good will throughout the world the issue is now plain; it is life or death for us all.

Defeat will not mean some brief eclipse from which we shall emerge with strength renewed—it will mean destruction of our world as we have known it and the descent of darkness upon its ruins.

I SPEAK to you today with a new vision of this Empire before my eyes. Now that it has come into conflict and sharp comparison with the evil system which is attempting its destruction, its full significance appears in a brighter and more certain light.

There is a word which our enemies use against us—Imperialism. By it they mean the spirit of domination and the lust of conquest.

We free peoples of the Empire cast that word back in their teeth. It is they who have these evil aspirations.

Our one object has always been peace: peace in which our institutions may be developed, the condition of our peoples improved, and the problems of government solved in a spirit of good will.

This peace they have taken from us, and they are seeking to destroy all that we have striven to maintain. Against our honesty is set dishonour, against our faithfulness is set treachery, against our justice brute force.

THERE in clear and unmistakable opposition lie the forces that now confront one another. The great uprising of the peoples throughout the Empire shows without doubt which will prevail. They have risen in just wrath against a thing which they detest and despise. Nothing can shake their resolution. In perfect unity of purpose they will defend their lives and all that makes life worth living.

Let no one think that my confidence is dimmed when I tell you how perilous is the ordeal which we are facing. On the contrary, it shines in my heart as brightly as it shines in yours.

But confidence alone is not enough. It must be armed with courage and resolution, with endurance and self-sacrifice. These are the high qualities that the men of the homeland and the men from overseas in an unending stream are bringing to the struggle on land and sea and in the air. . . .

So now, peoples of the Empire, men and women in all quarters of the globe, I say to you: Put into your task, whatever it may be, all the courage and purpose of which you are capable. Keep your hearts proud and your resolve unshaken. Let us go forward to that task as one man, a smile on our lips and our heads held high, and with God's help we shall not fail.

Saturday, May 25

MR. CHURCHILL, Prime Minister, in a message to Mr. Bevin, and the Trades Union Council:

The country's needs are imperative, inescapable and imperious, and we shall pay dearly if we fail to meet them. We can meet them as a Government founded upon a new unity of national purpose and with the creative energies of a people awakened to the magnitude of the task. We have the fullest confidence in the readiness of the organized workers to accept the obligations arising out of the demand which the State is compelled to make upon their endurance and their capacity for sacrifice. . . . The gravity of the situation deepens hour by hour, and we are all called upon to make a supreme effort to defend the country, to preserve our liberties, and to win the war. Trade unionists with the tradition of sacrifice in the service of freedom will not hesitate to throw their full strength into the struggle.

MR. ERNEST BEVIN Minister of Labour, in a broadcast:

I felt that if this country had taken men from their homes, workshops, agricultural and other duties, to defend our nation on the sea, in the air and on the battlefield, these men who had been called upon to face danger and death, were entitled to receive the fullest support and to have an overwhelming power of supplies and equipment to assist them in carrying out their task. . . .

I have the most difficult material to handle, that is, the human being. The insured population who are working day by day to produce the sinews of war and the necessary commodities for the nation number no less than 15,000,000. But the National Emergency Act goes beyond the insured population. It covers all persons, and it will become my duty, as the demands are made upon me by the service and supply departments, to find the necessary personnel to man the factories and workshops, perform agricultural work, etc., and to serve in the Armed Forces. In this task I believe that I shall have the confidence, cooperation and sympathy of all those who will be affected. . . .

The question I want to put to every listener is: Do you want to secure victory? Do you want to smash Hitlerism? Do you want to do it in quick time? Do you want your husbands, sons and brothers home by your side, following their normal civilian lives? They did not want to go to war, they are performing a disagreeable duty. You can give your answer in the field, factory and workshop. . . .

We have heard a great deal about the Fifth Column. I want another column—a National Service Column, resolved to win and to win quickly, and which will deal drastically with anyone who seeks to hinder us in our great crusade.

OUR DIARY OF THE WAR

Wednesday, May 22, 1940

Announced that **Arras** had been **recaptured** by Allies on May 21, but that Germans were still pressing towards the coast.

British forces counter-attacked between **Arras** and **Douai.**

Heavy fighting in progress **between Valenciennes** and **Cambrai.**

During night of May 21–22, R.A.F. made large-scale bombing attacks on enemy communications in Namur, Dinant and Aachen areas. Other raids on military objectives in Rhenish Prussia.

Emergency Powers Defence Act, empowering Government to control both persons and property, **passed** in both Houses.

Stavanger aerodrome bombed during night of May 21–22.

H.M. trawler "Rifsness" reported lost through bombing by enemy aircraft.

Thursday, May 23

Premier announced that **Abbeville** was now **in enemy hands** and that there was **heavy fighting** around and **in Boulogne.**

B.E.F. reported fierce fighting in **Arras sector.**

Fierce battle in progress on upper Scheldt between Landrecies and Cambrai. **Germans crossed the Scheldt** farther north **at Audenarde.** Allied forces withdrew to new positions behind River Lys.

During night of May 22–23 strong force of R.A.F. bombers attacked objectives behind fighting front in Meuse sector, at Namur, Charleroi and north of the Aisne.

Other large formations penetrated into Germany. **Power station near Leipzig bombed.**

French Admiralty announced loss off coast of Holland of submarine "Doris," destroyer "Adroit," and supply-ship "Niger."

Sir Oswald Mosley and other leading Fascists put under arrest.

Friday, May 24

Violent fighting continued between **Valenciennes, Cambrai** and **Arras.**

British troops withdrew from Boulogne during night of March 23–24. German mechanized forces entered the town. They were shelled by British warships outside the harbour.

South of the Somme French held their line. Attacks between **Rethel** and **Sedan** were repulsed.

Germans claimed to have captured **Tournai** and **Ghent.**

R.A.F. bombed communications in Rhineland, including **Cologne** and **Coblenz.** There was intense activity over the fighting fronts.

German aircraft active off South-East Coast at dawn.

The King broadcast a message to the Empire.

Further arrests made of members of British Union of Fascists, of I.R.A. and of Communists.

Saturday, May 25

Hard fighting said to be still going on in **Boulogne.**

French communiqué stated that in the North there was no important change in the situation. Positions on the **Somme** had been consolidated. French reoccupied part of **Amiens** on left bank of river.

Coastal Command aircraft set on fire oil storage tanks at **Rotterdam.**

German motor-torpedo-boat sunk by R.A.F. bomber off Dutch coast.

Enemy aircraft dropped **bombs** during night of May 24–25 in **North Riding** of Yorkshire and in rural areas of East Anglia. Eight civilians injured.

Armament and munition factories now working 24 hours a day, 7 days a week.

Sunday, May 26

G.H.Q. of B.E.F. stated that **enemy** had **launched strong offensive** against Belgian forces on left flank of Allied armies, and British troops had gone to their aid.

French report stated that from **Courtrai** to **Valenciennes** Belgian and French armies had withstood three enemy attacks made in great force on wide fronts.

French captured several crossings of the Somme, east of **Amiens.**

Germans took possession of town of **Boulogne;** French still holding citadel.

THE POETS & THE WAR

XXVII

A WORD IN SEASON

By Lord Dunsany

Since Angle, Jute and Saxon became one
With Norman, never have we lost a war,
Even though England bears full many a scar
Of old disasters and we oft have known

Defeat, as when there struggled for the throne
The white rose and the red, or an ill star
Shone on King Charles and Cromwell, or afar
Cornwallis and his men were overthrown.

But always, when we came upon defeat,
English with English fought. No foreign power
Has ever yet laid England at its feet.

And those that wait and watch us at this hour,
Like wolves about a camp, do well to wait,
For to fight England is like fighting Fate.

—*The Times*

They claimed to have captured **Calais** after violent fighting, but in London and Paris this was denied.

Intense activity by R.A.F. continued. **Ceaseless raids** on railway systems in **Rhineland** and on troop concentrations on battle fronts.

General Sir John Dill made Chief of Imperial General Staff, and General Sir Edmund Ironside appointed Commander-in-Chief, Home Forces.

Fifteen French generals dismissed.

Admiralty announced loss of H.M. destroyer "Wessex" off French coast as result of enemy air attacks, and of H.M. trawler "Charles Boyes" by mine.

Monday, May 27

Great battle in region of **Courtrai** still raging; violent and continuous enemy attacks being made on 25-mile front with infantry and artillery.

British front in Belgium remained intact. Help was given to both Belgian and French forces on its flanks.

French forces retired from advanced positions at **Valenciennes** after repulsing heavy enemy attacks.

Belgians at Courtrai **gave ground towards Menin.**

British troops at **Aire,** 10 miles S.E. of **St. Omer,** successfully attacked flank of German motorized troops making for Calais.

East of the Aisne Germans attacked persistently with infantry and artillery. French positions were maintained.

During night of May 26–27 R.A.F. bombers attacked enemy aerodromes at Flushing, Antwerp, Brussels and elsewhere.

American hospital at Ostend bombed by enemy; all doctors, nurses, 200 wounded civilians and number of refugees said to have been killed.

Curfew instituted as defence measure in Gibraltar and Malta.

Tuesday, May 28

Belgian Army surrendered to enemy at dawn **by order of King Leopold.**

M. Pierlot announced that **Belgian Government repudiated the King's decision** as unconstitutional, that Council of Ministers would take over his authority and would place all Belgian resources at service of Allies.

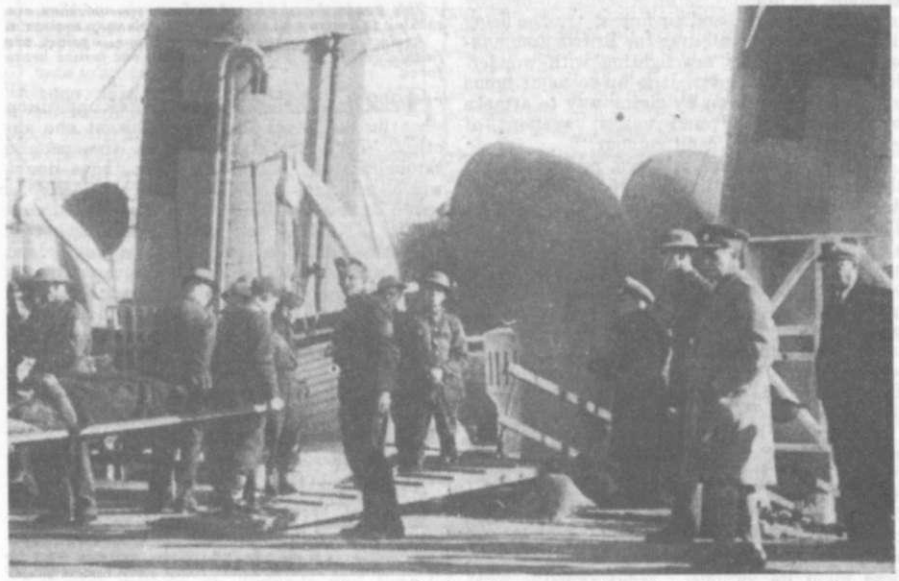
R.A.F. continued to do utmost to relieve pressure on Allied lines by bombing attacks behind German lines and on military objectives in Germany.

All three branches of British air service took part in series of attacks on enemy positions on French and Belgian coasts.

Air Ministry stated that on Monday R.A.F. fighters had most successful day since invasion of Low Countries, **79 German aircraft** being **destroyed or disabled.**

Narvik captured by Allied forces. Fagernes and Forsneset also in their hands.

Admiralty announced that H.M. trawlers "Melbourne" and "Cape Passaro" were sunk by bombing.



This was one of the first photographs to arrive in this country of incidents in the evacuation of Boulogne. A hospital ship is alongside the quay at that port embarking the wounded, and stretcher cases are seen being carried on board.

From a War Office Official Film